SERVICE DATA
RD350A SERVICE DATA

SNB No. 356

MODEL – IBM I.D. NUMBER	RD350	360	
STARTING ENGINE/FRAME NUMBER	351-100101		
BASIC COLOR *(FUEL TANK)*	Brandy Red		
NET WEIGHT	311 lbs.		
ENGINE *(TYPE) (INDUCTION SYSTEM)*	2-stroke, 7-port, parallel twin/reed valve		
BORE/STROKE/CYLINDERS/DISPLACEMENT	64 x 54 x 2	347cc	21.18 CID
HORSEPOWER/TORQUE · FT. LBS.	39 @ 7500	28 @ 7000	
COMPRESSION RATIO/NOMINAL PRESSURE	6.6:1	ϕ	
PISTON SKIRT CLEARANCE *(NOMINAL) (MAX. ALLOWABLE)*	.040-.045mm .0016-.0018"/.102mm .004"		
RING END GAP *(TOP) (2ND) (3RD)*	.15-.35mm (All)		
RING GROOVE CLEARANCE *(TOP) (2ND) (3RD)*	.03-.05mm (All)		
VALVE CLEARANCE *(ENG. COLD)* INTAKE/EXHAUST	ϕ		
CARBURETOR *(MFR) (TYPE) (I.D. NUMBER)*	Mikuni	VM28SC	360A1
MAIN JET	#130		
NEEDLE JET	0-8		
JET NEEDLE/CLIP POSITION	5J6-3		
CUT AWAY	1.5		
PILOT JET	#25		
AIR JET	0.5		
STARTER JET	#100		
AIR SCREW *(TURNS OUT)*	1¼		
FLOAT LEVEL	15mm		
AIR FILTER *(TYPE) (QUANTITY)*	Dry paper	X1	
DRIVE – PRIMARY *(TYPE) (TEETH) (RATIO)*	Gear	66/23	2.869
SECONDARY *(TYPE) (TEETH) (RATIO)*	Chain	40/15	2.667
TRANSMISSION RATIOS 1ST *(TEETH) (RATIO) (O.A.)*	36/14	2.571	19.673
2ND	32/18	1.777	13.604
3RD	29/22	1.318	10.087
4TH	26/25	1.040	7.958
5TH	24/27	0.888	6.802
6TH	22/28	0.785	6.008
CAPACITIES – TRANSMISSION *(QUANTITY) (TYPE)*	1500± 50cc	SAE 10W30 "SE" motor oil	
OIL TANK OR ENGINE SUMP *(QUANTITY) (TYPE)*	2.1 qts.	Yamalube	
FUEL TANK *(QUANTITY) (MINIMUM OCTANE)*	3.2 gals.		
FRONT FORKS *(QUANTITY) (TYPE)*	140cc	SAE 10W30 or Spec. type	
TIRES FRONT/REAR *(SIZE) (NOMINAL PRESSURE)*	3.00-18 4PR/23PSI	3.50-18 4PR/29PSI	
ELECTRICAL – CHARGING SYSTEM *(MFR) (TYPE)*	Mitsubishi	AC Generator	AZ2010N1
NO LOAD VOLTAGE ADJUSTMENT	14.5-15.5V @ 2000 RPM		
MAXIMUM OUTPUT (1)	14V 17.5A @ 1900 RPM		
FIELD COIL *(and/or)* CHARGING COIL RESISTANCE	4.2-4.3Ω		
BATTERY *(MFR) (MODEL) (RATING)*	Furukawa	AYT2-12	12V 5.5AH
HEADLIGHT/TAILLIGHT RATINGS	12V35/25W	12V8/23W	
IGNITION COIL SPARK GAP *(MIN)*/PRI. RES./SEC. RES.	7mm	4.0Ω	11KΩ
CONDENSER CAPACITY	0.22uf		
POINT GAP *(NOMINAL)*/SPARK PLUG *(TYPE) (GAP)*	.3-.4mm/NGK B-8HS	.5-.6mm/020"-.023"	
TIMING	2.0± .15mm BTDC		

MODEL – IBM I.D. NUMBER	RD350A	360	
STARTING ENGINE/FRAME NUMBER	351-200101	351-200101	
BASIC COLOR *(FUEL TANK)*	Ruby Red		
NET WEIGHT	315 lbs.		
ENGINE *(TYPE) (INDUCTION SYSTEM)*	Air-cooled, two-stroke, 7-port twin		
BORE/STROKE/CYLINDERS/DISPLACEMENT	64x54mm x 2	347cc (21.18 cu. in.)	
COMPRESSION RATIO/NOMINAL PRESSURE	6.6:1-	N/A	
PISTON SKIRT CLEARANCE *(NEW) (MAX.)*	0.035 ~ 0.040mm (.0014~.0016") / .004"		
RING END GAP *(TOP) (2ND) (3RD)*	0.2~0.4mm(.008~.016")/0.15~0.35mm(.006~.014")/ϕ		
RING GROOVE CLEARANCE *(TOP) (2ND) (3RD)*	N/A / 0.03 ~ 0.07mm (.0012~.0028") / ϕ		
VALVE CLEARANCE *(ENG. COLD)* INTAKE/EXHAUST	ϕ		
AUTOLUBE – MINIMUM PUMP STROKE/COLOR CODE	0.20 ~ 0.25mm (.008 ~ .010") / Red		
CARBURETOR *(MFR) (TYPE) (I.D. NUMBER)*	Mikuni	VM28SC	360A2
MAIN JET	No. 140		
NEEDLE JET	0-8		
JET NEEDLE/CLIP POSITION	5I4-3		
CUT AWAY	No. 2.5		
PILOT JET	No. 25		
AIR JET	0.5		
STARTER JET	No. 70		
AIR SCREW *(TURNS OUT)*	1¾		
FLOAT LEVEL	15 ± 1mm		
AIR FILTER *(TYPE) (QUANTITY)*	Dry, Paper x 1 pc.		
DRIVE – PRIMARY *(TYPE) (TEETH) (RATIO)*	Helical Gear	66/23	2.869
SECONDARY *(TYPE) (TEETH) (RATIO)*	DK530DS	91 Links	40/15 2.667:1
TRANSMISSION RATIOS 1ST *(TEETH) (RATIO) (O.A.)*	36/14	2.571	19.679
2ND	32/18	1.777	13.088
3RD	29/22	1.318	10.088
4TH	26/25	1.040	7.960
5TH	24/27	0.888	6.804
6TH	22/28	0.785	6.008
CAPACITIES – TRANSMISSION *(QUANTITY) (TYPE)*	1500 ± 50cc	Yamalube 4-cycle	
OIL TANK OR ENGINE SUMP *(QUANTITY) (TYPE)*	2.1 qt.	Yamalube 2-cycle	
FUEL TANK *(QUANTITY) (MINIMUM OCTANE)*	3.2 gal.	Low Lead	
FRONT FORKS *(QUANTITY) (TYPE)*	140cc (4.73 fl. oz.)	SAE 10W30 Motor Oil "SE"	
REAR SHOCKS *(QUANTITY) (TYPE)*	ϕ		
TIRES FRONT/REAR *(SIZE) (NOMINAL PRESSURE)*	3.00x18/23 psi	3.50x18/28 psi	
ELECTRICAL – CHARGING SYSTEM *(MFR) (TYPE)*	AC Generator	Mitsubishi	AZ2010N1
NO LOAD VOLTAGE ADJ. *(AC & DC GENERATORS)*	14V, 7.5A @ 1900 rpm		
MAX. MAGNETO OUTPUT *(CHARGING) (LIGHTING)*	ϕ		
FIELD COIL *(and/or)* CHARGING COIL RESISTANCE	4.2 ~ 4.3Ω @ 20°C		
BATTERY *(MFR) (MODEL) (RATING)*	Furukawa	AYT-12	12V 5.5A
HEADLIGHT/TAILLIGHT RATINGS	12V 35W/25W	12V 8W/27W	
IGN. COIL SPARK GAP *(MIN)*/PRI. RES./SEC. RES.	7mm @ 500 rpm / 4.0Ω / 11.0KΩ		
CONDENSER CAPACITY	0.22μf		
POINT GAP *(NOMINAL)*/SPARK PLUG *(TYPE) (GAP)*	0.3 ~ 0.4mm (.012~.016") / NGK B-8HS / 0.6~0.7mm		
TIMING *(ADVANCED) (RETARDED)*	2.0mm BTDC		

N/A = Information Not Available
ϕ = Does Not Apply to this Model

SERVICE DATA

RD350B

MOTORCYCLE
M4-069

1975 SERVICE DATA

MODEL – IBM I.D. NUMBER	RD350B	380	
Starting Engine and Frame Number	351-300101		
Basic Color (fuel tank)	Portuguese Orange		
Net Weight	315 lbs.		
ENGINE (type, induction system)	2-stroke, 7-port, Twin, Reed Valve, Air-cooled		
Bore x Stroke x Cylinder Displacement	64 x 54mm x 2	347cc (21.18 CID)	
Compression Ratio	6.6:1		
Piston Skirt Clearance (new/max.)	.035 ~ .040mm (.0014 ~ .0016")/0.1mm (.004")		
Ring End Gap (top/2nd/3rd)	0.2~0.4mm(.008~.0016")/0.15~0.35mm(.006~.014")/ϕ		
Ring Groove Clearance (top/2nd/3rd)	.03 ~ .08mm (.0012 ~ .0032")/Same/ϕ		
Valve Clearance (eng. cold) Intake/Exhaust	ϕ		
AUTOLUBE – Minimum Pump Stroke/Color Code	0.20 ~ 0.25mm (.008 ~ .010")	Red	
CARBURETOR (mfr) (type) (I.D. number)	Mikuni	VM28SC	36002
Main Jet	No. 140		
Needle Jet	0-8		
Jet Needle/Clip Position	5I4-4		
Cut Away	2.5		
Pilot Jet	No. 25		
Air Jet	0.6		
Starter Jet	No. 70		
Air Screw (turns out)	1¾		
Float Level	15 ± 1.0mm		
Air Filter (type x quantity)	Dry Paper x 1		
DRIVE – Primary (type) (teeth) (ratio)	Helical Gear	66/23	2.869
Secondary (type) (teeth) (ratio)	DID530DS, 91L	40/15	2.667
Transmission Ratios 1st (teeth) (ratio) (O.A.)	36/14	2.571	19.679
2nd	32/18	1.777	13.601
3rd	29/22	1.318	10.088
4th	26/25	1.040	7.960
5th	24/27	0.888	6.804
6th	22/28	0.785	6.008
CAPACITIES – Transmission	1500cc (51 oz.)SAE10W30 Oil (Yamalube 4-cycle)		
Oil Tank or Engine Sump	2.1 qts. Yamalube 2-cycle		
Fuel Tank	3.2 gals. Unleaded or Low Lead (Regular)		
Front Forks	140cc (4.7 oz.) 10, 20 or 30 wt. Fork Oil*		
Rear Shocks	ϕ		
Tires (size/nominal pressure)	Front: 3.00-18/23psi	Rear: 3.50-18/28psi	
ELECTRICAL – Charging System (mfr) (type)	Mitsubishi	AZ2010N1	AC Generator
No Load Voltage Adj. (AC & DC generators)	14.5 ~ 15.5V @ 2000rpm		
Max. Generator (Magneto) Output	14V12A		
Field Coil (and/or) Charging Coil Resistance	4.3 ± 0.6Ω (Rotor)	0.32 ± .03Ω (Stator)	
Battery (mfr) (model) (rating)	FB or YUASA	12N5.5A-3B	12V5.5AH
Headlight/Taillight Ratings	12V35W/25W	12V8W/27W	
Ign. Coil Min. Spark Gap/Pri. Res./Sec. Res.	6mm	4.0Ω	11.0KΩ
Condenser Capacity	0.22 μf		
Point Gap /Spark Plug (type/gap)	0.3 ~ 0.4mm (.012 ~ .016")/NGK B-8HS/0.6 ~ 0.7mm		
Timing (advanced) (retarded)	2.0mm BTDC/ϕ		

N/A = Information Not Available
ϕ = Does Not Apply to This Model

*Available from Yamaha Parts Distributors, Inc.

TECHNICAL BULLETIN

SERVICE DATA

CRANKSHAFT SPECIFICATIONS

The following information is to be used in conjunction with your 1971-1972 Crankshaft Data Sheet, P/N LIT 11650 30 72.

MODEL	DISP. (cc)	*DEFLECTION TOLERANCE				*FLYWHEEL WIDTHS		*ROD CLEARANCE AXIAL		SIDE	
		1	2	3	4	F	A	New	Max	Min	Max
RD60	55	0.03	---	---	0.03	$38^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.2~0.5	
RD250	247	0.03	---	---	0.03	$52^{+0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8 ~1.0	2	0.1~0.3	
RD350	347	0.03	---	---	0.03	$52^{+0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8 ~1.0	2	0.1~0.3	
TX650	653	0.03	---	---	0.03	$66^{+0.05}_{-0.10}$	$186^{+0}_{-0.3}$	0.8 ~1.0	2	0.3~0.6	
°TX750	743	0.03	---	---	0.03	---	---	°See Below		0.3~0.6	
GT1	72	0.03	---	---	0.03	$38^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.2~0.5	
LT3	97	0.03	---	---	0.03	$50^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.4~0.5	
AT3	123	0.03	---	---	0.03	$56^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.4~0.5	
CT3	171	0.03	---	---	0.03	$56^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.4~0.5	
DT3	246	0.03	---	---	0.03	$62^{+0}_{-0.05}$	---	0.8 ~1.0	2	0.4~0.6	
RT3	351	0.03	---	---	0.03	$62^{+0}_{-0.05}$	---	0.8 ~1.0	2	0.4~0.6	
GTMX	72	0.03	---	---	0.03	$38^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.2~0.5	
LTMX	97	0.03	---	---	0.03	$50^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.4~0.5	
ATMX	123	0.03	---	---	0.03	$56^{+0.05}_{-0.10}$	---	0.8 ~1.0	2	0.4~0.5	
MX250	246	0.03	---	---	0.03	$64^{+0}_{-0.05}$	---	0.8 ~1.0	2	0.4~0.5	
MX360	351	0.03	---	---	0.03	$64^{+0}_{-0.05}$	---	0.8 ~1.0	2	0.4~0.5	
SC500	496	0.03	---	---	0.03	$64^{+0}_{-0.05}$	---	0.8 ~1.0	2	0.4~0.5	

°Plain bearing "billet" crank.

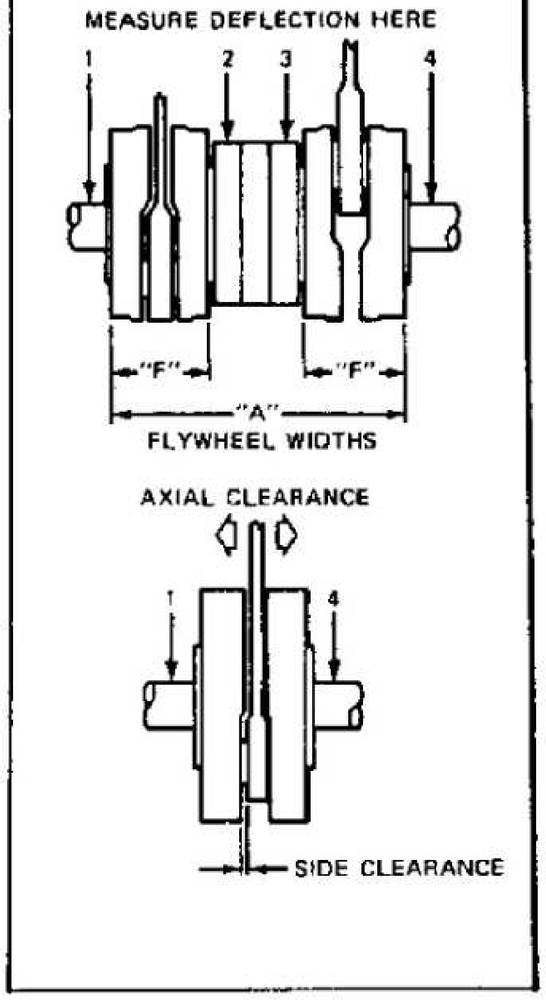
*All Dimensions are in MM.

AUTOLUBE ADJUSTMENT	
MODEL	STROKE(mm) MIN/MAX
GT1	0.30-0.35/1.65-1.80
GTMX	0.30-0.35/1.65-1.80
LT3	0.20-0.25/1.85-2.05
LTMX	0.20-0.25/1.85-2.05
AT3	0.20-0.25/1.85-2.05
ATMX	0.20-0.25/1.85-2.05
CT3	0.20-0.25/1.85-2.05
DT3	0.20-0.25/1.85-2.05
MX250	ϕ ϕ
RT3	0.20-0.25/1.85-2.05
MX360	ϕ ϕ
SC500	ϕ ϕ
RD60	0.30-0.35/1.65-1.85
RD250	0.20-0.25/2.05-2.27
RD350	0.20-0.25/2.05-2.27

TORQUE SPECIFICATIONS			
Size	Kg/M	Ft. Lbs.	In. Lbs.
6mm	1.0	7	90
7mm	1.5	11	135
8mm	2.0	15	180
10mm	3.5-4.0	26-29	300-350
12mm	4.0-4.5	29-33	350-400
14mm	4.5-5.0	33-37	400-450
17mm	5.8-7.0	40-50	500-600
Sp. Pl.	27-29	19-21	230-250

FLOAT LEVEL

Float level on units equipped with splash guard around mixing chamber (MX's) can be estimated by setting float arm level with carburetor float bowl gasket surface.



MODEL	DISP. (cc)	*DEFLECTION TOLERANCE				*FLYWHEEL WIDTHS		*ROD CLEARANCE AXIAL		SIDE	
		1	2	3	4	F	A	NEW	MAX	MIN	MAX
RD350	347	0.03	--	--	0.03	$52^{+0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8 ~1.0	2	0.1~0.3	

MODEL	DISP. (cc)	DEFLECTION TOLERANCE				FLYWHEEL WIDTHS		ROD CLEARANCE AXIAL		SIDE	
		1	2	3	4	F	A	NEW	MAX	MAX	MIN
RD350A	347	0.03	0.05	0.05	0.03	$52^{0}_{0.05}$	$154^{0.05}_{0.10}$	0.8~1.0	2.0	0.3	0.1
RD350B	347	0.03	0.05	0.05	0.03	$52^{0}_{0.05}$	$154^{0.05}_{0.10}$	0.8~1.0	2.0	0.5	0.2

TECHNICAL BULLETIN

DS7, R5's, RD250, RD350 — CLUTCH, Elimination of Slipping

Clutch assemblies on above models have been redesigned to reduce clutch slippage. This change consists of replacing the clutch boss and clutch plates and increasing the number of friction plates from six (6) to seven (7). See table below for both old and new parts list.

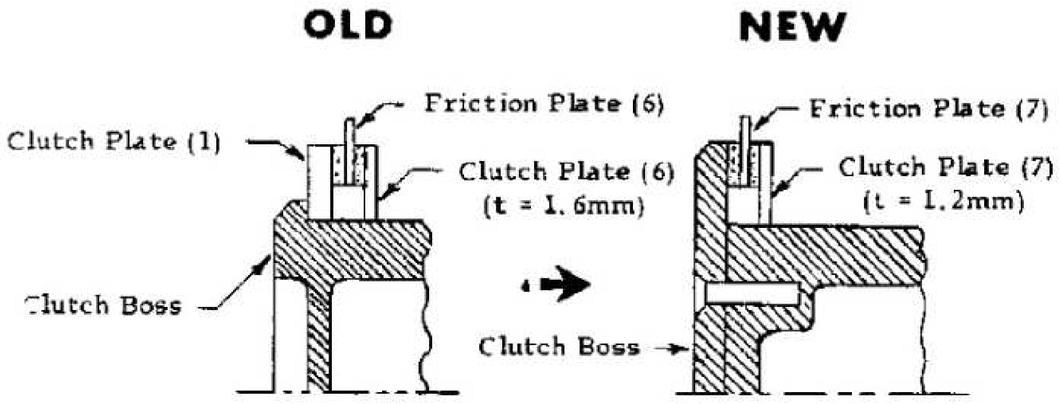
REF. NO.	OLD ASSEMBLY PART NUMBERS	NEW ASSEMBLY PART NUMBERS	DESCRIPTION	NEW QTY.	REMARKS
5-2, 5-3*	278-16371-00	360-16371-00	BOSS, clutch	1	New part
5-3, 5-4*	214-16324-00	-----	PLATE, clutch 1	0	Deleted
5-4, 5-5*	168-16367-00	168-16367-00	RING, cushion	7	6 → 7
5-5, 5-6*	168-16321-00	168-16321-00	PLATE, friction	7	6 → 7
5-6, 5-7*	168-16325-00	360-16325-00	PLATE, clutch 2	7	6 → 7

*RD250, RD350.

NOTE: See also M/C PNB #363 for additional information.

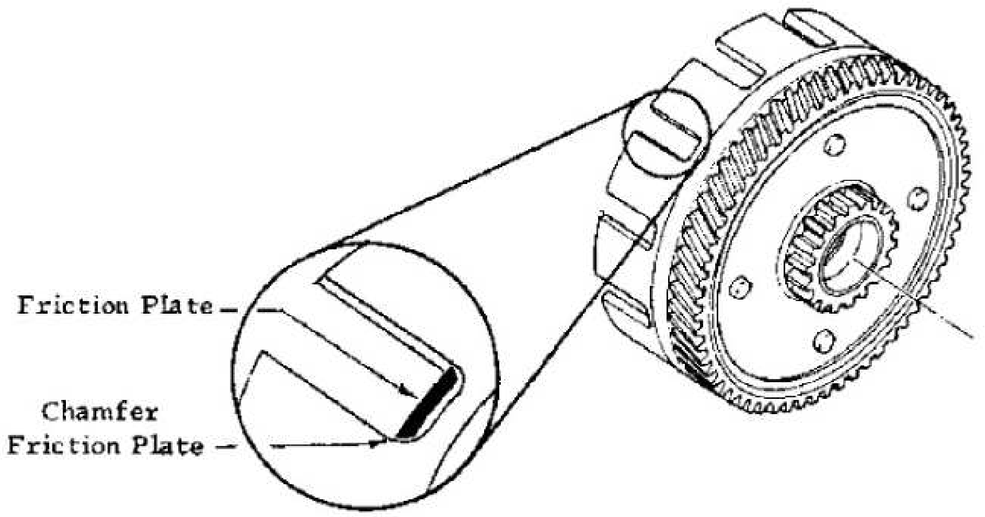
INSTALLATION INSTRUCTIONS

The clutch must be assembled with the first friction plate against clutch boss. See drawings below.



DS7, R5's, RD250, RD350 — CLUTCH, Elimination of Slipping (cont.)

When clutch is fully assembled with pressure plate and spring screws installed, check to see if first friction plate is touching clutch hub (Primary Driven Gear Complete). If friction plate is touching, it will be necessary to chamfer edges of friction plate to provide clearance. Do not remove metal from corners of clutch hub. See drawing below.



AFFECTED MACHINES

The improved clutch assembly is installed on 1973 production units as follows:

RD250: E/N 104791 ~
RD350: E/N 116081 ~

WARRANTY INFORMATION

Standard warranty allowance will apply for machines having verified chronic clutch slippage problems during warranty period. Use Job Code #2600 at 1.0 hours.

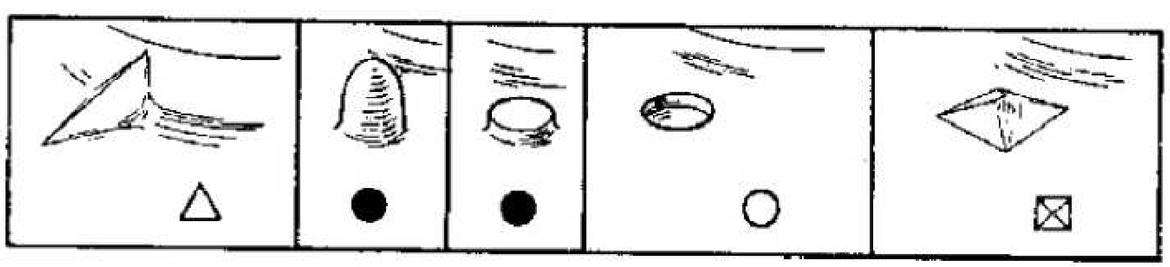
TECHNICAL BULLETIN

AUTOLUBE PULLEY MARKING CODE

The factory manufactures nearly one-hundred domestic, export, and U.S. models. To reduce the number of pump assemblies required, they have a limited number of pulleys with different adjustment points and corresponding marking codes. To properly adjust pump cable, use following code.

MODEL	PUMP ASSY. P/N (XXX-13101-XX)	PULLEY NUMBER	PULLEY MARKINGS		ALIGN PIN AT
RD60A	353-00	181	△	●	●
RD200A	397-00	174	△	○	△
RD250A	361-00	364	⊠	●	⊠
RD350A	360-00	364	⊠	●	⊠
GT80A	353-00	181	△	●	●
GTMXA	353-00	181	△	●	●
DT100A	427-00	174	△	○	○
DT125A	248-00	364	⊠	●	⊠
DT175A	402-00	364	⊠	●	●
DT250A	438-00	364	⊠	●	⊠
DT360A	445-00	363	⊠		⊠
MX100A	427-00	174	△	○	○
MX125A	402-00	364	⊠	●	⊠
MX175A	402-00	364	⊠	●	●
MX250A	364-00	364	⊠	●	⊠
MX360A	363-00	363	⊠		⊠
SC500A	363-00	363	⊠		⊠
TY80A	353-00	181	△	●	●
TY250A	434-00	364	⊠	●	⊠
YZ80A	353-00	181	△	●	●

LEGEND



AUTOLUBE PUMP ADJUSTMENT

NOTE: *Throttle adjustment must be made prior to Autolube pump adjustments.*

AIR BLEEDING

1. Remove pump cover and bleeder screw from pump assembly.
2. Open throttle to maximum, allowing full pump operation. Turn plastic starter plate on pump until all air bubbles are removed from system.
3. Replace bleeder screw.

CABLE ADJUSTMENT

1. Slowly open accelerator grip until all play has been taken up in throttle cable. (Just prior to throttle valve movement.)
2. Adjust pulley at pump assembly by turning adjustment nut at end of cable housing. Tighten or loosen nut until pulley guide pin is aligned with correct mark on pulley (see Page 1).

STROKE ADJUSTMENT

1. With throttle in closed position (minimum stroke), rotate plastic starter wheel until pulley gap is at widest opening.
2. With feeler gauge, measure gap at narrowest point.
3. The gap may be adjusted by inserting or removing shims under adjusting plate.
4. Recheck gap after any adjustment has been made.

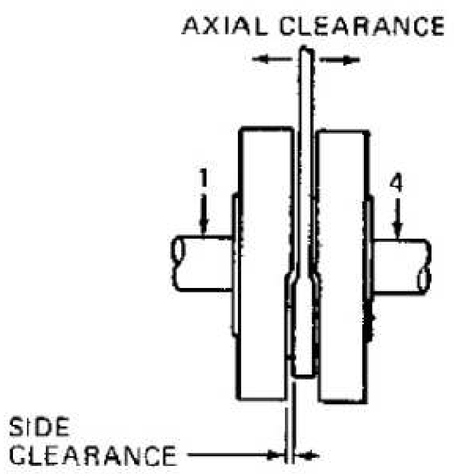
   NOTE: *Maximum stroke can be checked as described in Step 2, with throttle fully open.*

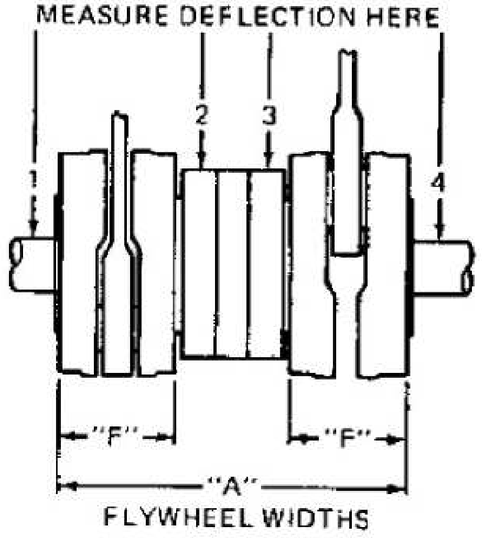
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TECHNICAL BULLETIN

CRANKSHAFT SPECIFICATIONS

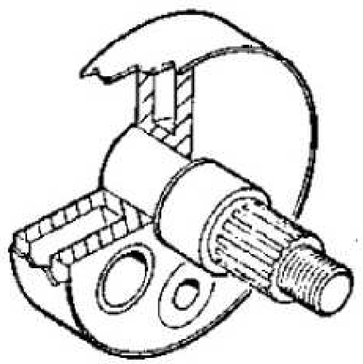
Following is crankshaft data for all 1974 model machines. There will be no wall chart containing this information this year. However, a wall chart will be printed containing both 1974 and 1975 crankshaft data after 1975 models are released.





MODEL	DISP. (cc)	DEFLECTION TOLERANCE 1	2	3	4	FLYWHEEL WIDTHS F	A	ROD CLEARANCE AXIAL NEW	AXIAL MAX	SIDE MAX	SIDE MIN
RD60A	55	0.03			0.03	$38^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.2
RD200A	195	0.03	0.05	0.05	0.03	$47^{+0.05}_{-0.10}$	$140^{0}_{-0.20}$	0.8~1.0	2.0	0.3	0.1
RD250A	247	0.03	0.05	0.05	0.03	$52^{0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8~1.0	2.0	0.3	0.1
RD350A	347	0.03	0.05	0.05	0.03	$52^{0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8~1.0	2.0	0.3	0.1
TX500/A	498	– one piece plain bearing crankshaft –									
TX650A	653	0.03	0.05	0.05	0.03	$66^{+0.05}_{-0.10}$	$186^{0}_{-0.03}$	0.8~1.0	2.0	0.6	0.3
GT80A	73	0.03			0.03	$38^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
OT100A	97	0.03			0.03	$50^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
DT125A	123	0.03			0.03	$56^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
DT175A	171	0.03			0.03	$56^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
DT250A	246	0.03			0.03	$64^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
DT360A	351	0.03			0.03	$64^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
GTMXA	73	0.03			0.03	$38^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
MX100A	97	0.03			0.03	$50^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
MX125A	123	0.03			0.03	$56^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
MX175A	171	0.03			0.03	$56^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
MX250A	246	0.03			0.03	$64^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
MX360A	351	0.03			0.03	$64^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
SC500A	496	0.03			0.03	$64^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
YZ80A	73	0.03			0.03	$38^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
YZ125A	123	0.03			0.03	$56^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
YZ250A	246	0.03			0.03	$62^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
YZ360A	351	0.03			0.03	$62^{0}_{-0.05}$		0.8~1.0	2.0	0.5	0.4
TY80A	73	0.03			0.03	$38^{+0.05}_{-0.10}$		0.8~1.0	2.0	0.5	0.4
TY250A	246	0.03			0.03	$64^{0}_{-0.05}$		0.8~1.0	2.0	0.6	0.4
TA125A	124	0.03	0.05	0.05	0.03	$43^{+0.05}_{-0.10}$	$126^{0}_{-0.30}$	0.8~1.0	2.0		
TZ250A	247	0.03	0.05	0.05	0.03	$52^{0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8~1.0	2.0	0.3	0.1
TZ350A	347	0.03	0.05	0.05	0.03	$52^{0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8~1.0	2.0	0.3	0.1
TZ750A	694	0.03	0.05	0.05	0.03	$52^{0}_{-0.05}$	$154^{+0.05}_{-0.10}$	0.8~1.0	2.0	0.3	0.1

NOTE: On YZ250 model only, the crank wheel design has been changed to reduce weight. The crank wheels, after forging, are fly-cut and a steel band is heat-shrunk over the opening to reduce crankcase volume. For further information refer to Motorcycle Service News Bulletin No. 393.



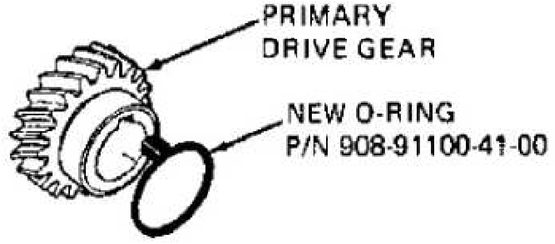
See Page 2 for data chart.

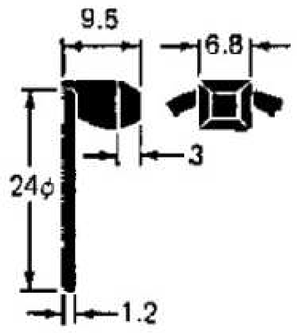
TECHNICAL BULLETIN

RD250/A/350/A

PRIMARY DRIVE KEYWAY SEAL

To prevent oil seepage through the primary drive gear keyway into the crankcase, the factory has designed an O-ring seal for the following machines. See illustration below.

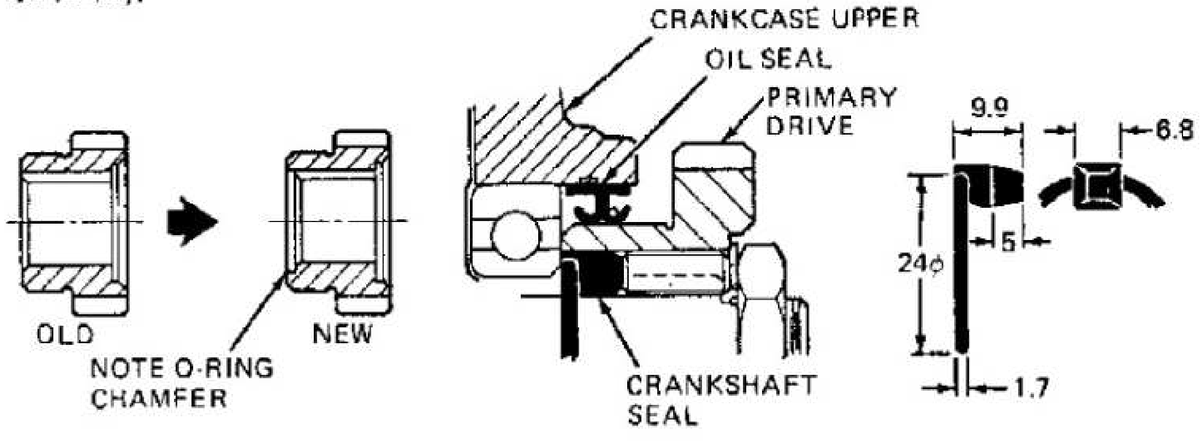




PARTS ORDERING (OLD TYPE)

REF. NO.	PART NUMBER	DESCRIPTION	PRICE	REMARKS
4-25	908-91100-41-00	O-RING	$1.50-A	RD250A ~ No. 207569 RD350A ~ No. 218267 RD250/350, inclusive
NOTE: Above O-ring may also be used on R5 and DS7 models.				

More permanent measures have been effected on the following machines and are incorporated during manufacture. This change utilizes a new primary drive gear as well as a new O-ring seal. See illustration below. *These gears and seals must be used together and are interchangeable with old type as a set only.*



PARTS ORDERING (NEW TYPE)

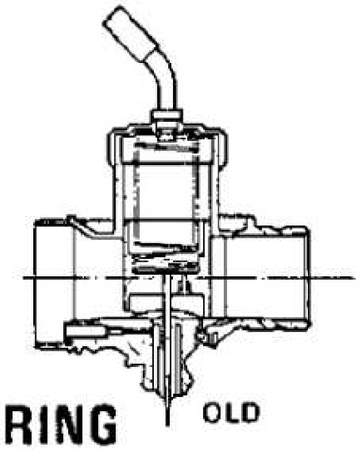
REF. NO.	PART NUMBER	DESCRIPTION	PRICE	REMARKS
4-21-1	278-16111-01-00	GEAR, primary drive		RD350A No. 218268 ~
	280-16111-01-00	GEAR, primary drive		RD250A No. 207570 ~
4-25-1	360-11526-00-00	O-RING		RD350A No. 218268 ~ RD250A No. 207570 ~

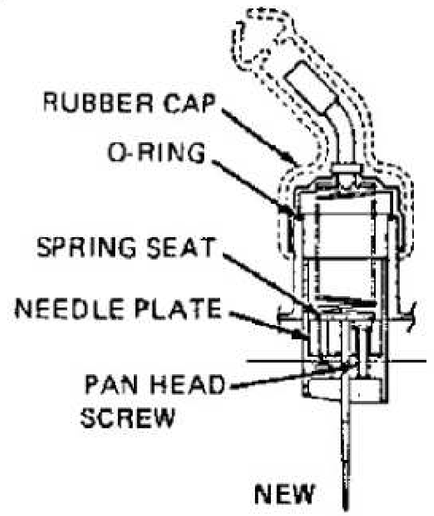
New type parts will be available shortly. Old type will continue to be sold.

RD250A/350A

CARBURETOR MODIFICATION

The following modifications have been devised by the factory to improve the waterproof qualities of the carburetors and to prevent sticking slides.





PARTS ORDERING

NEW PART NO.	DESCRIPTION	PRICE	REMARKS
RD250A			
361-14101-02-00	CARBURETOR ASSY. (L)		New I.D. Mark
361-14102-02-00	CARBURETOR ASSY. (R)		36102
RD350A			
360-14101-02-00	CARBURETOR ASSY. (L)		New I.D. Mark
360-14102-02-00	CARBURETOR ASSY. (R)		36002
RD250A/350A			
361-14112-25-00	THROTTLE VALVE (L)		
361-14113-25-00	THROTTLE VALVE (R)		
401-14936-00-00	SEAT, spring		
361-14946-00-00	PLATE, needle set		Addition
97602-03120-00	PANHEAD SCREW		Addition
92902-03100-00	WASHER, spring		Addition
360-14158-00-33	TOP, mixing chamber		
361-14147-00-00	O-RING		Addition
360-26329-01-00	CAP, rubber		

AFFECTED MACHINES

Factory installation begins with:

RD250A	E/N 206520
RD350A	E/N 213364

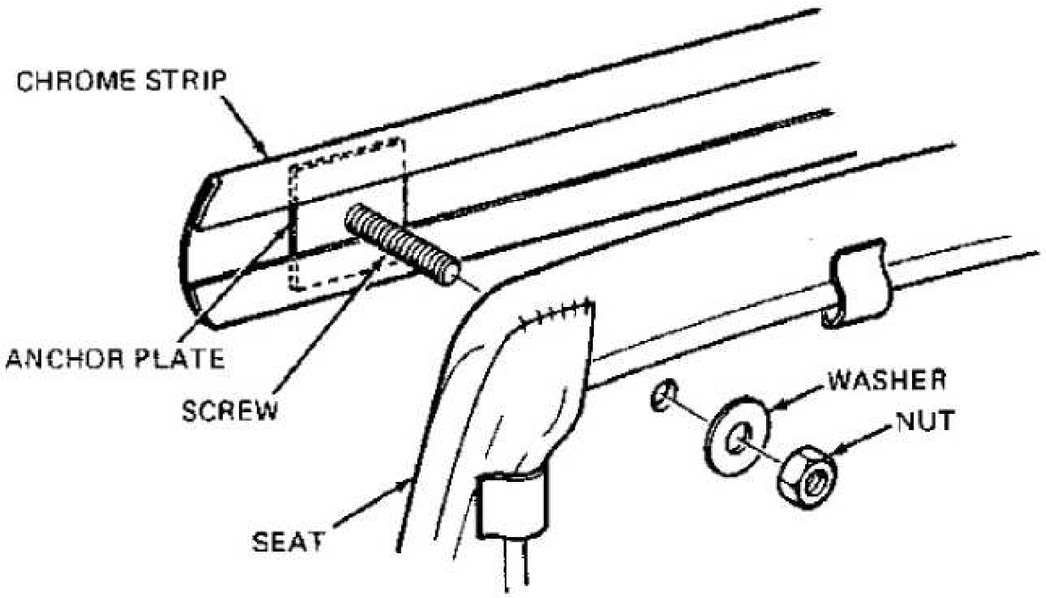
TECHNICAL BULLETIN

RD250/350

SEAT COVER AND ASSOCIATED PARTS

**This bulletin supercedes Motorcycle Technical Bulletin M4-066.
Please destroy Technical Bulletin M4-066.**

Replacement seat covers and associated hardware are now available. Please see drawing and ordering information below.



INSTALLATION

After new seat cover has been installed, bend end of screws over to keep nuts in place.

PARTS ORDERING

REF. NO.	PART NUMBER	DESCRIPTION	QTY.	PRICE
1	360-24731-02-00	DOUBLE SEAT COVER	1	
2	360-24700-00-00	SEAT COVER SCREW KIT*	1 Kit	

*Kit includes ten (10) each of the following: screws, anchor plates, washers and nuts.

WARRANTY

When seat cover requires warranty replacement, replace seat cover and associated hardware only; do not order seat assembly.

PROBLEM CODE: 45 JOB CODE: 5208 **HOURS: 1.0 hours**

RD/250/A, RD350/A

SPARK PLUG FOULING CHECKLIST

RD250/A and RD350/A models, being highly tuned machines, are susceptible to spark plug fouling. This is especially true if they are operated for long intervals at slow or moderate speeds. Therefore when considering probable areas for investigation when troubleshooting chronic plug fouling problems, rider habits and education are very important.

Listed below are some probable areas of consideration when troubleshooting chronic plug fouling problems.

___ 1. Rider education - minimum RPM range in higher gears:

3rd gear - 4500 RPM
4th gear - 4500 RPM
5th gear - 5000 RPM
6th gear - 5000 RPM

___ 2. Restricted air intake due to:

___ a. rider equipment stored under seat (gloves, rags, etc.)
___ b. dirty air filter
___ c. battery strap restricting air flow (see Technical Bulletin M4-004)

___ 3. Autolube pump condition and adjustment (see Technical Bulletin M4-007).

___ 4. Carburetor specifications (see applicable service data or service manual).

___ 5. Jetting for local conditions.

___ 6. Carburetor synchronization. (Important: set cable freeplay at 1/16" to sync. carbs & oil pur

___ 7. Fuel tank and petcock residue and/or petcock leakage.

___ 8. Float needle and seat leakage.

___ 9. Choke lever 'off' position not positive (see SNB 303A).

___ 10. Improper ignition timing.

___ 11. Weak spark due to:

___ a. poor battery connections and ground (see SNB 303A)
___ b. battery condition and regulator adjustment
___ c. oil residue on points
___ d. resistor caps or plug wire condition

___ 12. Heavy carbon buildup in combustion chamber and/or exhaust system.

___ 13. Primary drive gear keyway leakage (see Technical Bulletin M4-038).

For more in depth reference to these areas see bulletins previously mentioned and applicable service manuals.

RD250B/350B

MIDYEAR CARBURETOR SETTING CHANGES

Midyear carburetor setting changes are due to additional air inlet silencing. Factory installation begins with RD250B E/N 304783 and RD350B E/N 308121.

RD250B

Description	Part Numbers for E/N 300101 ~ 304782	Part Numbers for E/N 304783 ~	Qty.	Remarks
CARBURETOR ASSY. (L.H.)	361-14101-02-00	361-14101-60-00	1	I.D. No. 36160*
CARBURETOR ASSY. (R.H.)	361-14102-02-00	361-14102-60-00	1	I.D. No. 36160*
. JET, main	137-14143-24-00 (No. 120)	137-14143-18-00 (No. 90)	2	
. JET, pilot	193-14142-30-00	193-14142-25-00	2	

RD350B

Description	Part Numbers for E/N 300101 ~ 308120	Part Numbers for E/N 308121 ~	Qty.	Remarks
CARBURETOR ASSY. (L.H.)	360-14101-02-00	360-14101-60-00	1	I.D. No. 36060*
CARBURETOR ASSY. (R.H.)	360-14102-02-00	360-14102-60-00	1	I.D. No. 36060*
. JET, main	137-14143-28-00 (No. 140)	137-14143-21-00 (No. 105)	2	
SCREW, air adjusting	1¾ turns	1¾ turns	2	

*Carburetors with the new parts and setting changes will be produced under these new carburetor I.D. marks. New carburetor assemblies are not yet available.

PLEASE BRING YOUR PARTS LISTS AND SERVICE DATA SHEETS UP-TO-DATE!

TECHNICAL BULLETIN
RD250B/350B
FILTER ELEMENT INTERCHANGEABILITY

Filter elements for some RD250B/350B's are not interchangeable with the 250A/350A elements unless the following carburetion changes are made. Changes are necessary because of the additional air inlet silencing design of the 250B/350B element (P/N 360-14451-90-00).

The external design of both filters appear the same. Internal baffles identify the RD250B/350B filter element (P/N 360-14451-90-00).

RD350A/350B

IF FILTER ELEMENT IS	MAIN JET SHOULD BE	AIR SCREW SHOULD BE	REMARKS
278-14451-00-00	No. 140 137-14143-28-00	1¾ turns out	Std. element for RD350A & RD350B E/N 300101 ~ 308120
360-14451-90-00	No. 105 137-14143-21-00	1¾ turns out	Std. element for RD350B E/N 308121 ~



AFFECTED MACHINES

The following RD250B/350B's were equipped with, and the carburetors set for, the corresponding filter element:

MODEL	ENGINE NUMBER	FILTER PART NUMBER
RD250B	300101 ~ 304782	278-14451-00-00
RD250B	304783 ~	360-14451-90-00
RD350B	300101 ~ 308120	278-14451-00-00
RD350B	308121 ~	360-14451-90-00

PARTS LIST

PAGE	REF. NO.	PART NUMBER	DESCRIPTION
30	11-2	278-14451-00-00	ELEMENT
30	11-2	360-14451-90-00	ELEMENT

TECHNICAL BULLETIN

INTERCHANGEABILITY CHART

The following chart is provided as a guide for the interchangeability of speedometers and tachometers for TX650A's, XS650B's, TX500's, TX500A's, XS500B's, RD350's, RD350A's, RD350B's, RD250's, RD250A's and RD250B's.

INTERCHANGEABILITY CHART

NEW PART NUMBER		ORIGINAL PART NUMBER													
		SPEEDOMETER						TACHOMETER							
		447-83570-40-00	371-83570-40-00	371-83570-41-00	371-83570-42-00	360-83570-40-00	360-83570-41-00	447-83540-00-00	371-83540-00-00	371-83540-01-00	371-83540-02-00	360-83540-00-00	360-83540-01-00	371-83507-70-00	371-83508-70-00
SPEEDOMETER	371-83570-41-00		X												
	371-83570-42-00	X		X											
	371-83570-43-00				X										
	360-83570-41-00					X									
	360-83570-43-00						X								
TACHOMETER	447-83540-02-00							X							
	371-83540-01-00								X						
	371-83540-02-00									X					
	371-83540-03-00										X				
	360-83540-01-00											X			
	360-83540-03-00												X		
COVER, SPEEDO	371-83507-71-00														X
	371-83508-72-00	X		X											
	371-83507-09-00													X	
	360-83507-01-00						X								
	360-83507-02-00														
	371-83508-71-00 COVER, TACH									X					X
	360-83522-00-00 COLLAR	X		X			X	X		X			X		

Below are lists of speedometers and tachometers that will be superceded automatically when stock under original parts numbers is sold out.

SPEEDOMETERS

ORIGINAL PART NUMBER	TO BE SUPERCEDED TO
447-83570-40-00	371-83570-43-00
371-83570-41-00	371-83570-43-00
371-83570-42-00	371-83570-43-00
360-83570-41-00	360-83570-43-00

TACHOMETERS

ORIGINAL PART NUMBER	TO BE SUPERCEDED TO
447-83540-00-00	447-83540-02-00
371-83540-01-00	371-83540-02-00
371-83540-02-00	371-83540-03-00
360-83540-01-00	360-83540-03-00

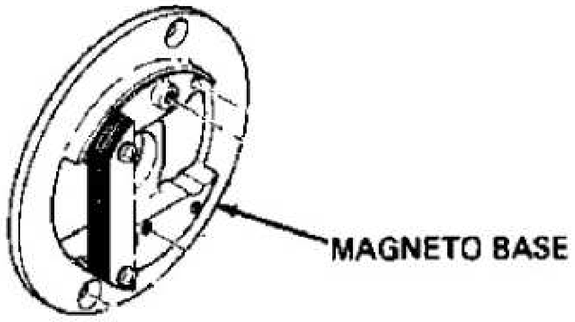
PLEASE BRING YOUR PARTS LIST UP TO DATE!

† † † † †

TECHNICAL BULLETIN

GENERAL

Individual magneto bases are now available for the following magneto models.

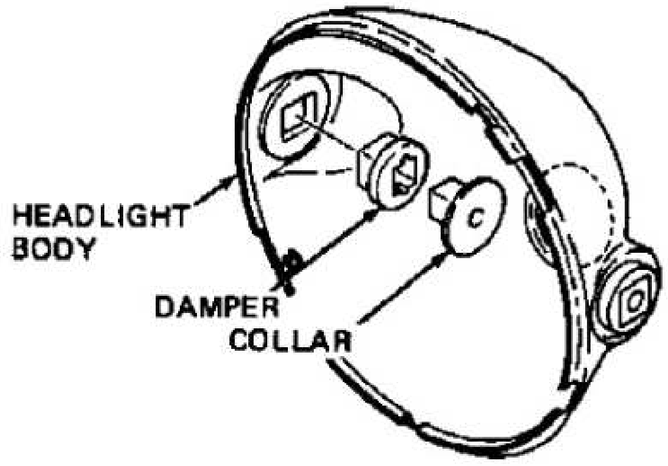


PARTS LIST

MODEL	PART NUMBER	DESCRIPTION	
LT2, LT2M, LT3, LT3M	277-81309-10-00	BASE, magneto	
RD60, RD60A, RD60B GT80C, GT1, GT80A GT80B	368-81309-10-00	BASE, magneto	
MX100A, MX100B, MX125 MX125A, MX125B	427-81309-10-00	BASE, magneto	
DT175A, DT175B	443-81309-10-00	BASE, magneto	
DT2, RT2, DT3, RT3	233-81309-20-00	BASE, magneto	
GTMX, GTMXA, GTMXB GTMXC, YZ80A, YZ80B	296-81309-20-00	BASE, magneto	
DT100A, DT100B, DT100C	437-81309-20-00	BASE, magneto	
DT250A, DT250B	438-81309-20-00	BASE, magneto	

HEAD LAMP DAMPER AND COLLAR AVAILABILITY

Head lamp body dampers and collars are now available for the following models.



PARTS LIST

MODEL	PART NUMBER	DESCRIPTION	
RD60B, DT125B, DT175B	214-84145-60-00	COLLAR	
DT250B, DT400B	214-84143-60-00	DAMPER	
RD125B, RD125C	507-84338-60-00	COLLAR	
RS100B	214-84143-60-00	DAMPER	
RD250B, RD350B	214-84145-60-00	COLLAR	
XS500B	256-84345-60-00	DAMPER	
XS650B	447-84338-60-00	COLLAR	
	447-84345-60-00	DAMPER	

TECHNICAL BULLETIN

RD350B
SPARK PLUG FOULING

Use this guide as a checklist to eliminate some common RD350B service problems. This includes spark plug fouling prevention, and midyear carburetor setting and air filter changes. See the RD350 Series Service Manual and RD350B Supplementary Service Manual for reference.

SPARK PLUG FOULING

Check the following items to eliminate chronic spark plug fouling in RD350B's. Many items are directly related to proper set-up.

OIL PUMP/CARBURETOR/FUEL AND AIR INTAKE:

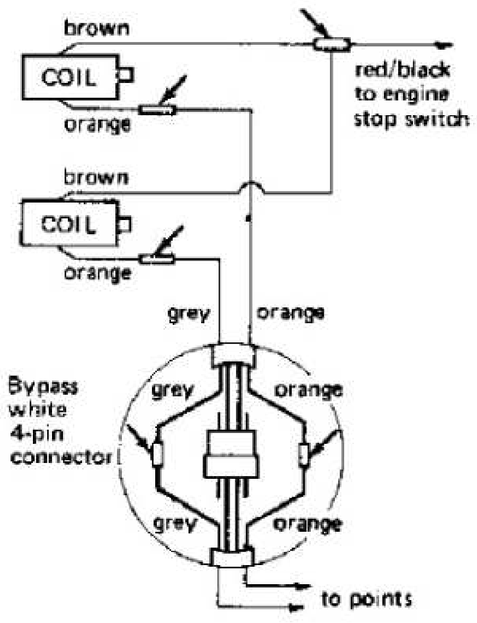
____ 1. Carburetor synchronization.
____ 2. Autolube pump adjustment (after carburetor synchronization).
____ 3. Carburetor jetting for local conditions.
____ 4. Carburetor float level. Float needle and seat condition.
____ 5. Fuel tank contamination. Petcock residue or damage.
____ 6. Restricted air intake: dirty filter or rider equipment (maps, gloves) under seat.
____ 7. Choke lever "OFF" position not positive.

EXHAUST/RESIDUE:

____ 1. Carbon build-up in combustion chamber.
____ 2. Exhaust system restriction, residue.

ELECTRICAL SYSTEM:

____ 1. Battery connections: clean, tight; good ground. Main fuse connection.
____ 2. Battery condition, charge. Proper regulator adjustment.
____ 3. Condition, adjustment of breaker points.
____ 4. Ignition timing.
____ 5. Spark plug caps and plug wire condition (replace if necessary).



After completing the preceding checks, solder the ignition wires:

____ 1. Cut couplers from wires where shown by arrows. Strip insulation 3/8" from each wire end. Solder wire ends.
NOTE: Bypass the 4-wire connector by directly soldering the orange and grey wires. Do not disturb the other wires in the connector.
____ 2. Allow connections to cool. Insulate with electrical tape.
____ 3. Check spark gap. Spark gap should be about 8~9mm at idle and 11~13mm at higher rpm.

CARBURETOR AND AIR FILTER CHANGES

WARNING: Early style RD350B air filter elements must be used with early carburetor specifications. New air filter elements must be used with new carburetor specifications.

EARLY		NEW	
RD350B E/N 300101~308120		RD350B E/N 308121 ~	
Air Filter	278-14451-00-00	Air Filter	360-14451-90-00
Carburetor Assembly (L)	360-14101-02-00	Carburetor Assembly (L)	360-14101-60-00
Carburetor Assembly (R)	360-14102-02-00	Carburetor Assembly (R)	360-14102-60-00
Main Jet (No. 140)	137-14143-28-00	Main Jet (No. 105)	137-14143-21-00
Air Adjusting Screw	1¾ turns out	Air Adjusting Screw	1¼ turns out



EARLY AIR FILTER
(E/N 300101~308120)



NEW AIR FILTER
(E/N 308121 ~)

TECHNICAL BULLETIN

GENERAL
MASTER KEY SETS AND KEY BLANKS

THE FOLLOWING IS A LIST OF MASTER (PRECUT) KEY SETS AVAILABLE FOR YAMAHA MOTORCYCLES.

PART NUMBER	MODELS	MASTER KEY NO.	BLANK KEY	QTY.	PRICE
KEY-00000-00-00	'72 ~ '74 Models	1711 ~ 1725	111	15 pcs.	
		2611 ~ 2625	112	15 pcs.	
		221 ~ 227	211	7 pcs.	
		228 ~ 234	212	7 pcs.	
		1726 ~ 1746	911	20 pcs.	
		2626 ~ 2646	912	20 pcs.	
		2840 ~ 2847	511	8 pcs.	
		2750 ~ 2757	512	8 pcs.	
KEY-00000-00-75	'75 Models	1738 2638	911/912	2 pcs.	
		1741 ~ 1745	911	5 pcs.	
		1747 ~ 1750	911	4 pcs.	
		2641 ~ 2645	912	5 pcs.	
		2647 ~ 2650	912	4 pcs.	

Blank keys are not included in Master Key Sets.

THE FOLLOWING IS A LIST OF INDIVIDUAL KEY BLANKS AVAILABLE FOR YAMAHA MOTORCYCLES.

MODELS: CS5, RD250, RD250A, RD250B, RD350, RD350A, RD350B, DS7, R5, R5B, R5C, TX500, TX500A, XS500B, TX650, TX650A, XS650B, TX750, TX750A, AT2, AT3, CT2, CT3, DT2, DT3, RT2,

MASTER KEY NO.	BLANK KEY NO.	BLANK KEY PARTS NO.	PRICE
1711 ~ 1750	111	BKY-55901-01-11	
2611 ~ 2650	112	BKY-55902-01-12	

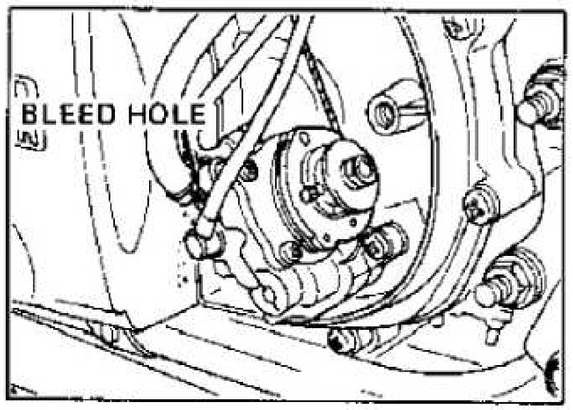
AUTOLUBE PUMP
SERVICE PROCEDURES, 1975-1977 CODES

New Yamaha Autolube models feature a new type of oil pump. The new pump does not have a starter plate. Adjustment and bleeding procedures differ slightly from procedures for earlier models. The new procedures are described in the Autolube Service Manual (LIT-11616-77-00) and are briefly outlined in Part I of this bulletin. 1975-1977 pulley adjustment codes are provided in Part II.

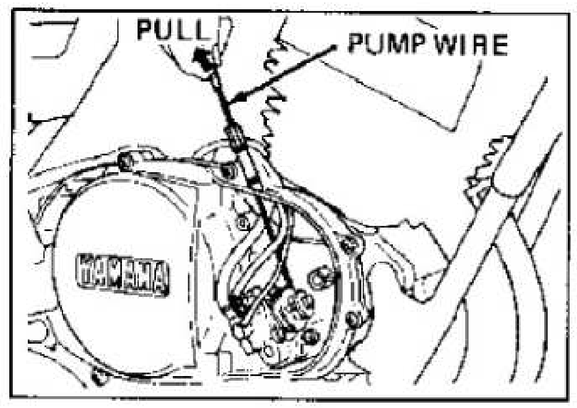
PART I

A. Air Bleeding

1. To bleed pump case, remove pump cover and bleed screw.
2. There is no starter plate. Allow oil to flow from bleed hole until all air bubbles are removed from the pump case and oil pipe. Reinstall bleed screw.

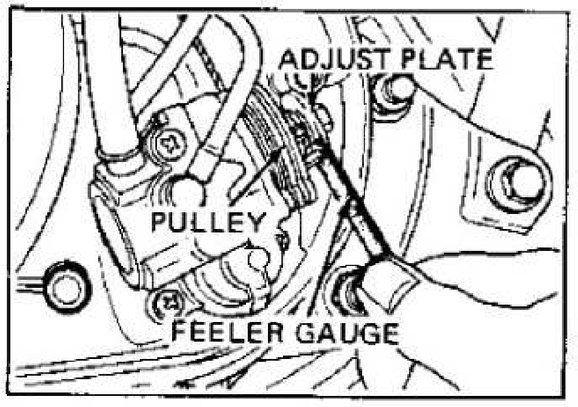


3. To bleed the pump distributor and delivery pipe, start engine. Pull the pump wire to set pump at maximum stroke.
4. Run engine at about 2,000rpm for about 2 minutes. This will bleed the delivery pipe and distributor.
5. Reinstall the pump cover.



B. Pump Stroke

1. Remove pump cover and start engine. With the engine running at idle, watch the pump adjust plate. Stop the engine when the adjust plate is at the height of the stroke. (When it has moved out of the pump body to its limit.)



PART I (con't.)

B. Pump Stroke (con't.)

2. Insert a feeler gauge between the boss on the pump and the adjust plate. Do not force the gauge into the gap or incorrect measurement will result.

3. If necessary, adjust minimum stroke by adding or removing shims under the adjust plate. Recheck gap after reassembly.

PART II PULLEY CODES AND ALIGNMENT, 1975-1977

1. Set throttle cable freeplay. To adjust the Autolube cable at idle, first slowly open the accelerator grip until all play in the cable is taken up, just prior to throttle valve opening. (Note that some models require adjustment at full throttle.)

2. To adjust the pulley at the pump (for idle or full throttle setting as specified), turn the adjustment nut on the cable housing until the pulley marker aligns with the pin. See following chart.

1975

MODEL	PULLEY MARKER	POSITION
RD60B	○	idle
RS100B	○	idle
RD125B	△	idle
RD200B	△	idle
RD250B	⊠	idle
RD350B	⊠	idle
GT80B	○	idle
DT100B	○	idle
DT125B	⊠	idle
DT175B	○	idle
DT250B	⊠	idle
DT400B	⊠	idle
GTMX8	○	idle
TY80B	○	idle
TY175B	○	idle

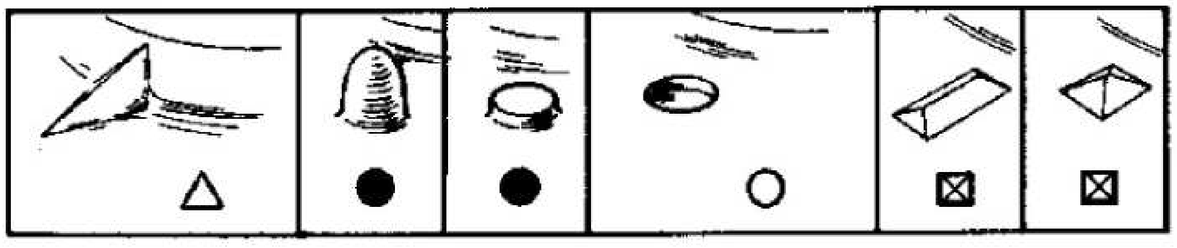
1976

MODEL	PULLEY MARKER	POSITION
LB80-IIHC	⊠	idle
LB80-IIAC	⊠	idle
RS100C	○	idle
RD125C	⊠	idle
RD200C	△	idle
RD400C	⊠	full open
GT80C	○	idle
DT100C	△	idle
DT125C	⊠	idle
DT175C	●	idle
DT250C	⊠	idle
DT400C	⊠	idle
GTMXC	○	idle
TY175C	●	idle
TY250C	⊠	idle

1977

MODEL	PULLEY MARKER	POSITION
LB80-2D	⊠	idle
RD400D	⊠	full open
DT100D	△	idle
DT250D	⊠	full open
DT400D	⊠	full open

LEGEND



TECHNICAL BULLETIN

FILE MOTORCYCLE – 250 SECTION	DATE 2/6/81	SUB. M8-015C

DS7; R5; RD250/350
REPLACEMENT OIL PUMP COMPONENTS

This bulletin replaces M8-015B.
Please remove and destroy bulletin M8-015B.

Two types of oil pumps were used in production of the affected models: Early-production units (previous to mid-1975 model year production) were equipped with pumps driven by a relatively coarse worm gear and operated by a longer pump cable; a new-style pump, installed on units in the latter part of the 1975 model production, featured finer threads on the worm gear (and, hence, the driven pump gear) and a shorter pump cable. **The old-style components and the new-style components are not individually interchangeable. All three parts must be compatible to ensure proper oil pump function.** Since old-style pumps are no longer available from Yamaha Parts Distributors Inc., replacement of an old-style pump requires the use of **all** new-style components. Use the information below to match and order oil pump components for the affected models.

AFFECTED MODELS

OLD-STYLE-EQUIPPED:

250 Twins: All DS7; All RD250; All RD250A;
RD250B: 352-300101 ~ 311490

350 Twins: All R5; All R5B; All R5C; All RD350; All RD350A;
RD350B: 351-300101 ~ 325050

NEW-STYLE-EQUIPPED:

250 Twins: RD250B: 352-311491 ~

350 Twins: RD350B: 351-325051 ~

PARTS INFORMATION

A. If an **old-style-equipped** model needs a **worm gear** or **pump cable**, either part may be **replaced individually:**

	PART NUMBER	DESCRIPTION	REMARKS	DEALER COST
250 Twins	275-13175-01-00	Worm Shaft	Coarse; 7 Threads	
	360-26321-00-00	Pump Cable	RD Models	
	278-26321-00-00	Pump Cable	DS7 Model	
350 Twins	278-13175-01-00	Worm Shaft	Coarse; 6 Threads	
	360-26321-00-00	Pump Cable	RD Models	
	278-26321-00-00	Pump Cable	R5 Models	

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B. If an **old-style-equipped** model needs an **oil pump, the worm shaft, pump cable, and circlip must also be replaced:**

	PART NUMBER	DESCRIPTION	REMARKS	DEALER COST
250 Twins	522-13101-00-00 522-13175-01-00 521-26321-00-00 93430-08006-00	Oil Pump Assembly Worm Shaft Pump Cable Circlip	Fine Drive Gear Fine; 9 Threads	
350 Twins	521-13101-01-00 214-13175-01-00 521-26321-00-00 93430-08006-00	Oil Pump Assembly Worm Shaft Pump Cable Circlip	Fine Drive Gear Fine; 9 Threads	

C. If a **new-style-equipped** model needs a **worm gear, pump cable, or oil pump,** these parts may be **replaced individually:**

	PART NUMBER	DESCRIPTION	REMARKS	DEALER COST
250 Twins	522-13101-00-00 522-13175-01-00 521-26321-00-00	Oil Pump Assembly Worm Shaft Pump Cable	Fine Drive Gear Fine; 9 Threads	
350 Twins	521-13101-01-00 214-13175-01-00 521-26321-00-00	Oil Pump Assembly Worm Shaft Pump Cable	Fine Drive Gear Fine; 9 Threads	