

RACING KIT PARTS

TZR 250

F-III

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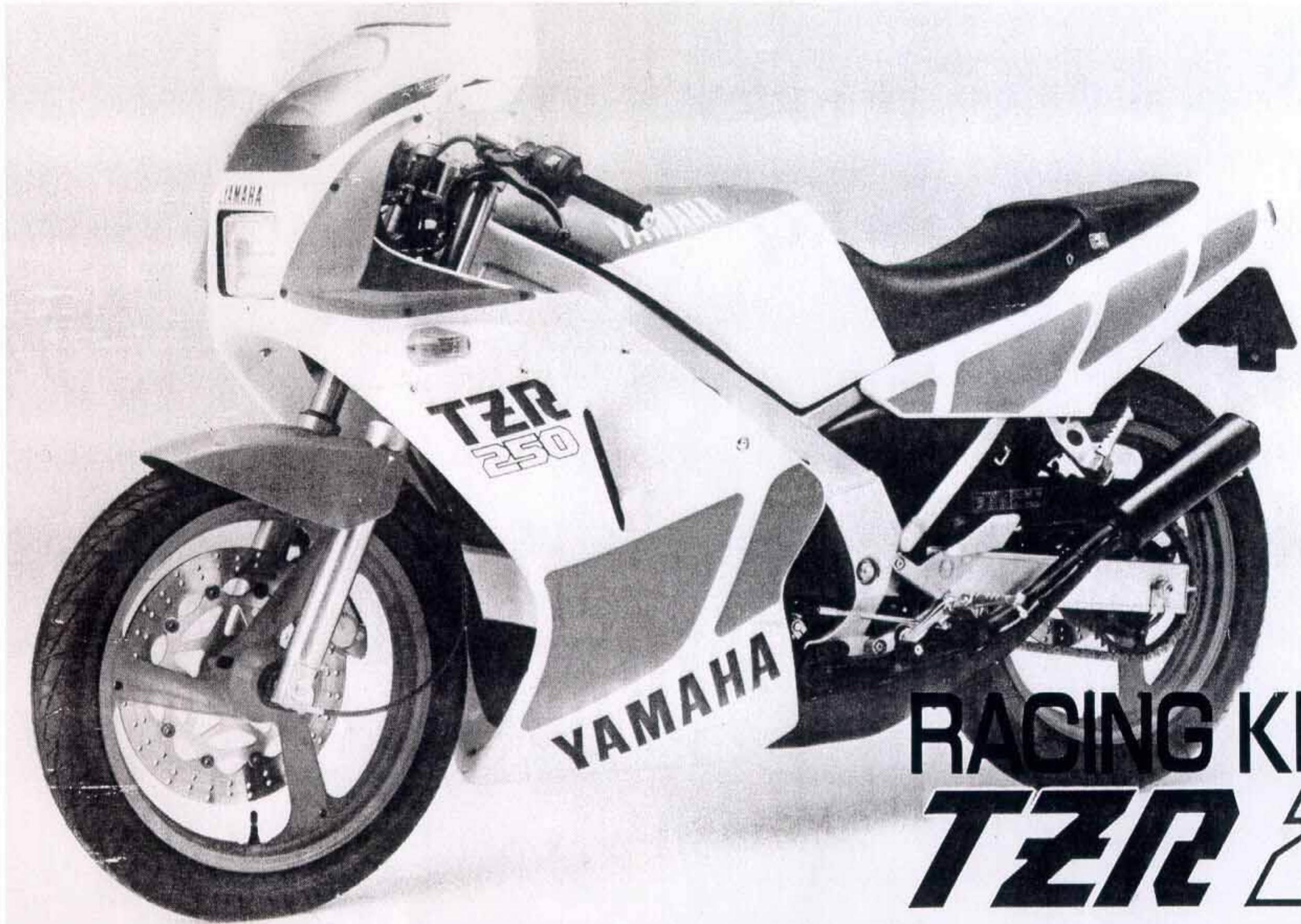


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'87



RACING KIT PARTS

TZR 250

F-II

INSTRUCTION MANUAL

TO : THE USER

This manual contains useful technical information which the user can make best use of in order to bring this high potential TZR250 into full play. It provides all the important data required for the installation of kit parts and helps even a beginner enjoy motor sports, if he reads this manual carefully and thoroughly.

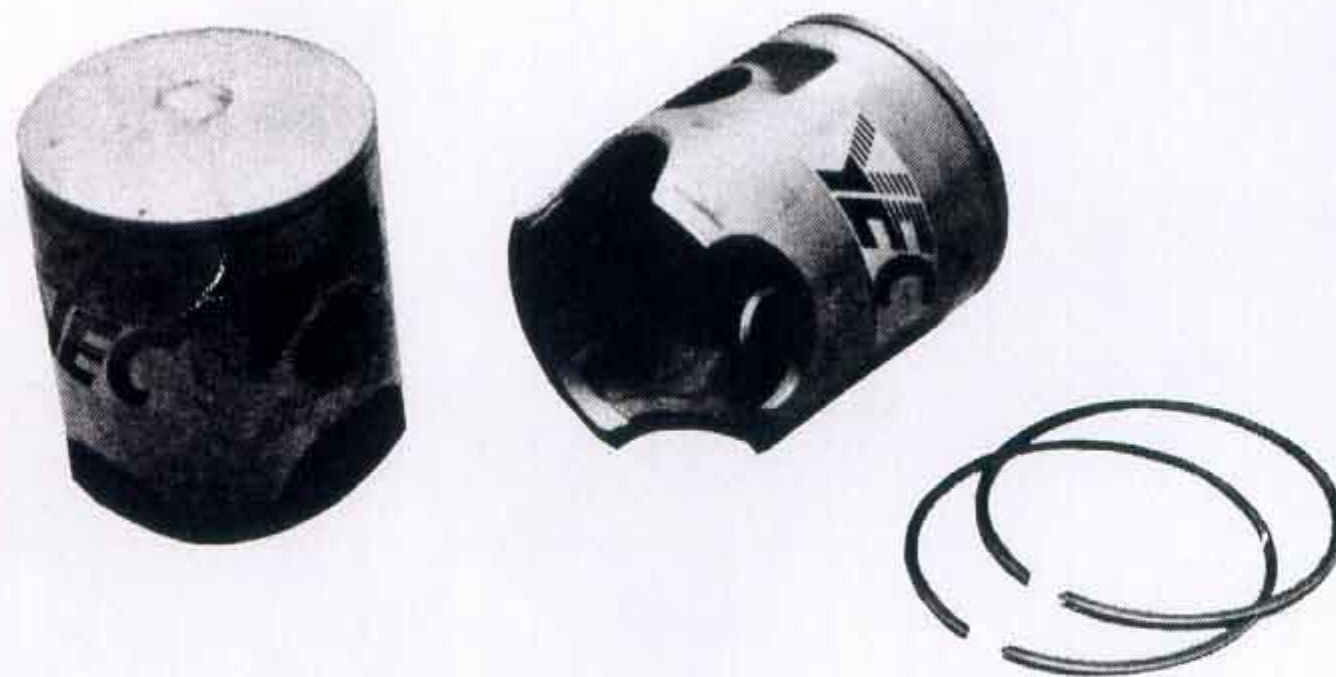
IMPORTANT

The kit parts are designed exclusively for racing.
Never use them for general street machines.
The use of these parts could be a violation of laws and regulations.

WARRANTY:

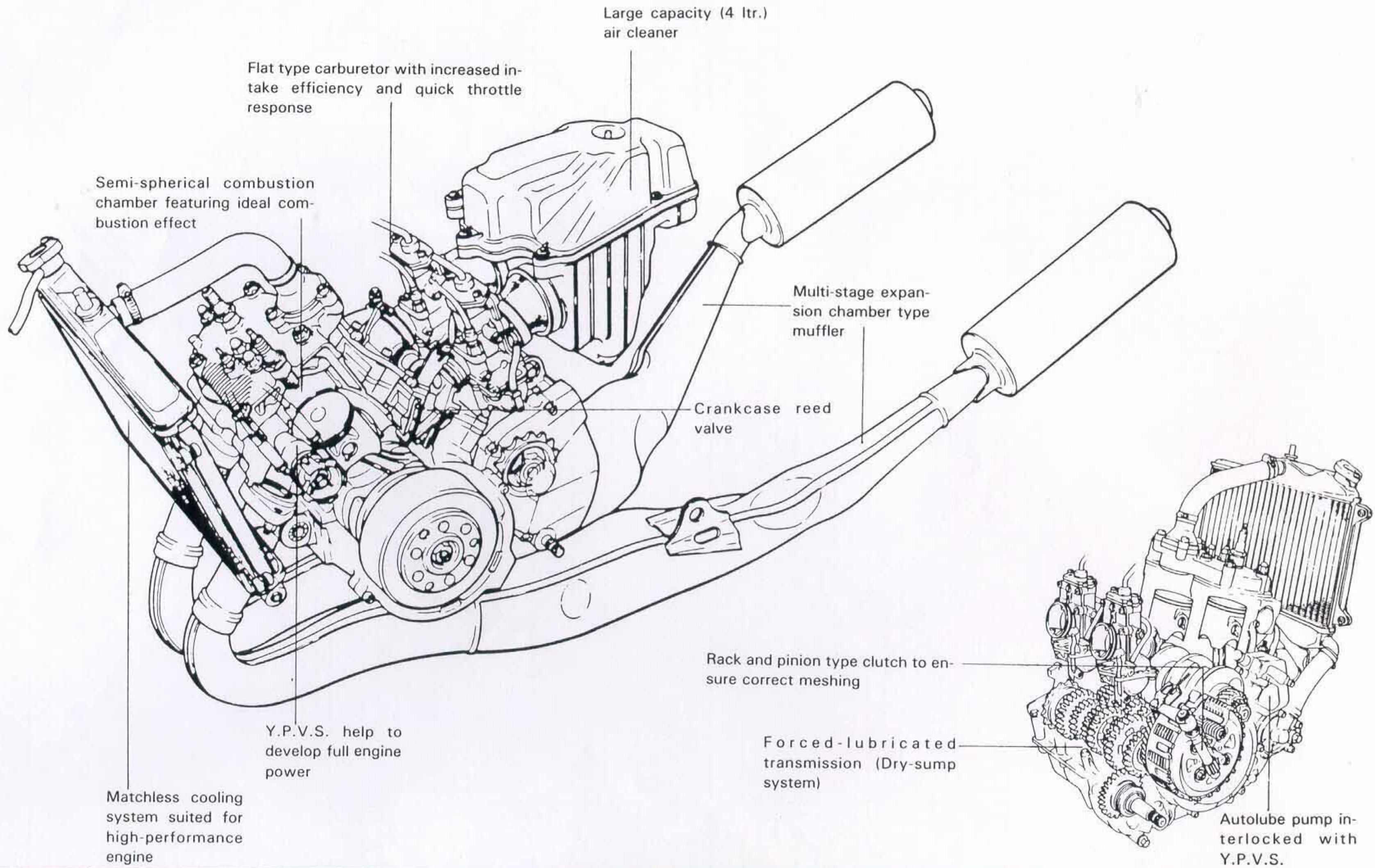
As noted earlier, the kit parts are designed exclusively for racing machines and therefore, unlike other machine parts, they are not be covered by the Warranty Policy.

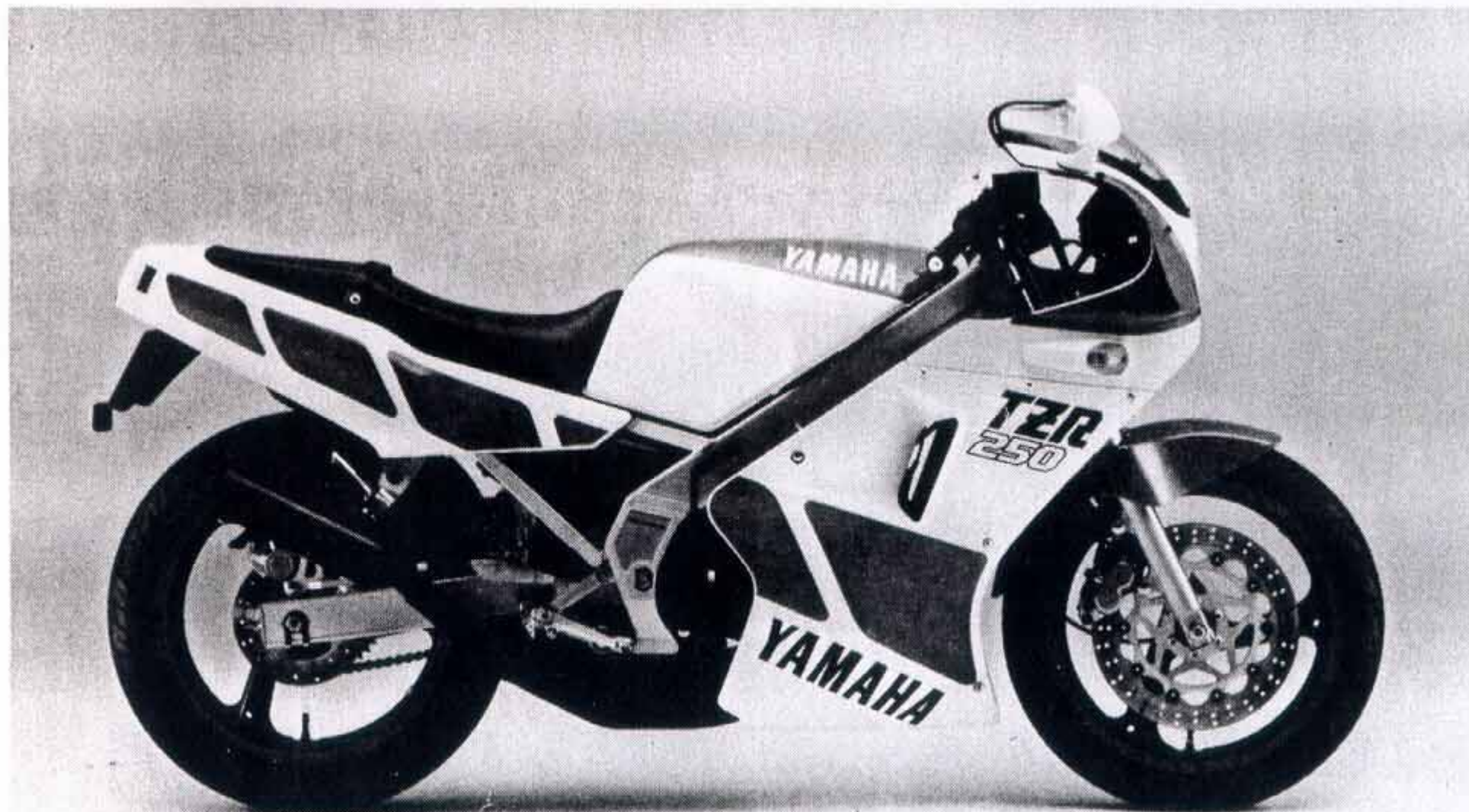
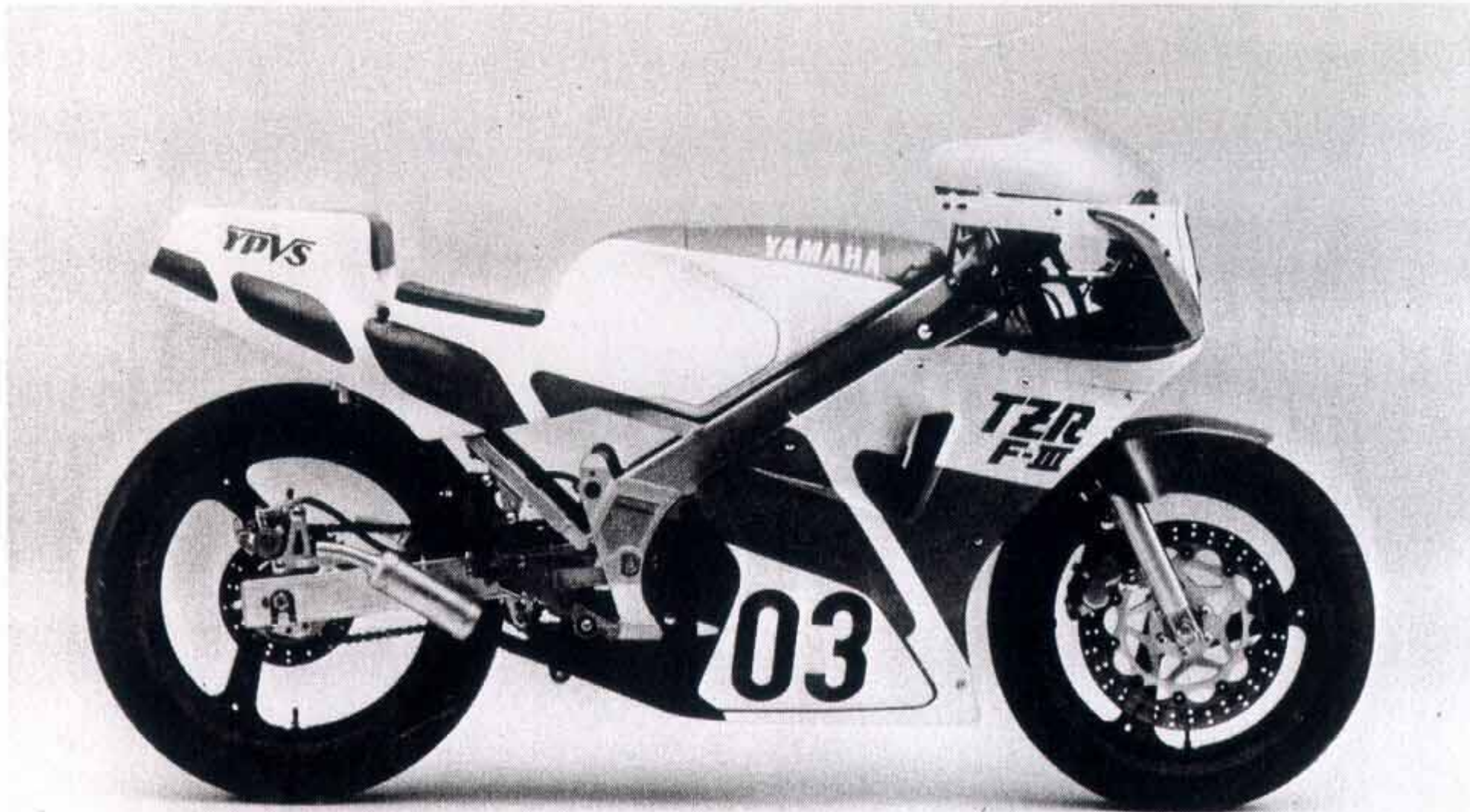
It is advisable that the kit parts should be disassembled and checked prior to each race.



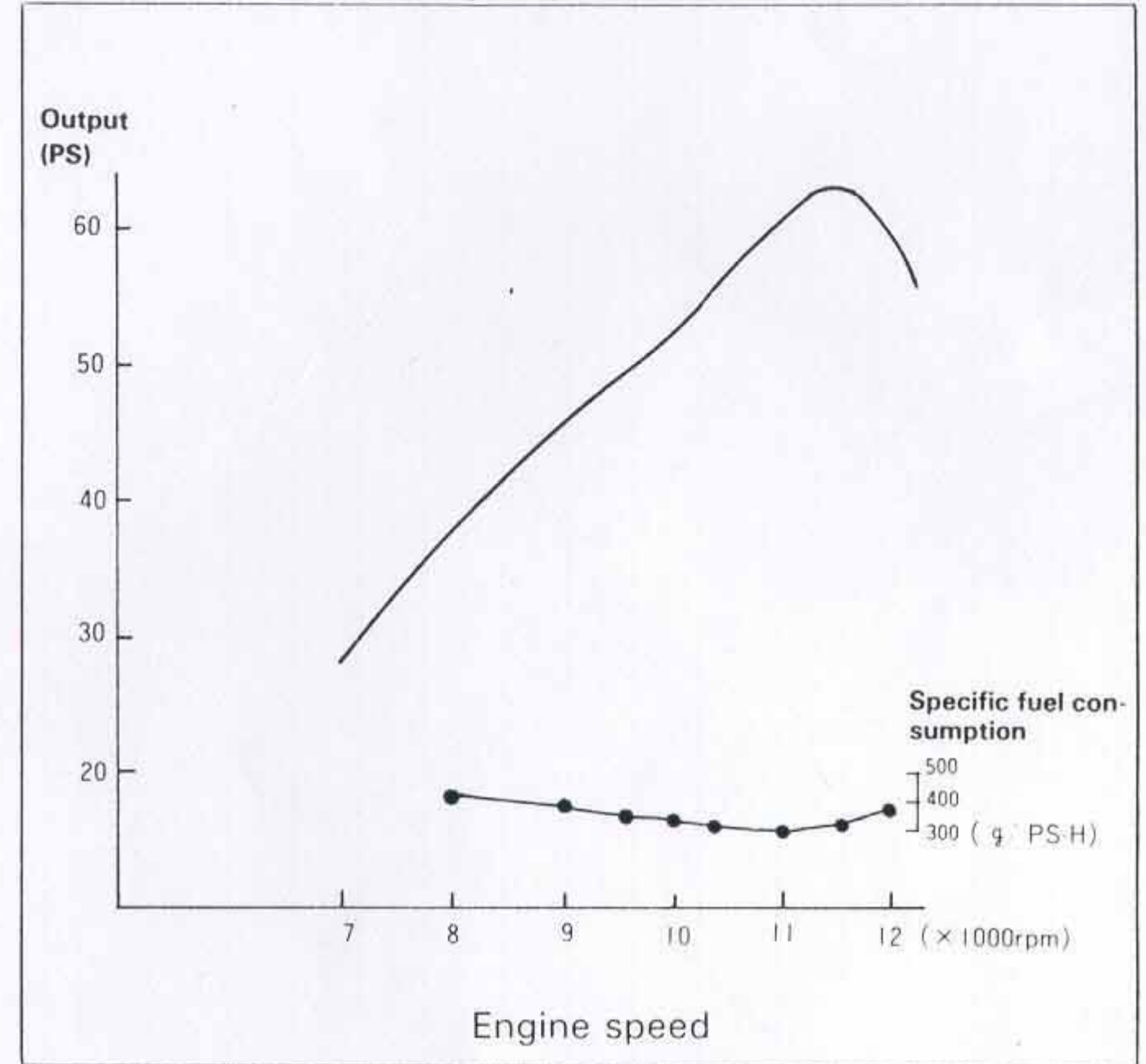
Photos or specifications are subject to change without notice.

TZR250 ENGINE PERSPECTIVE VIEW

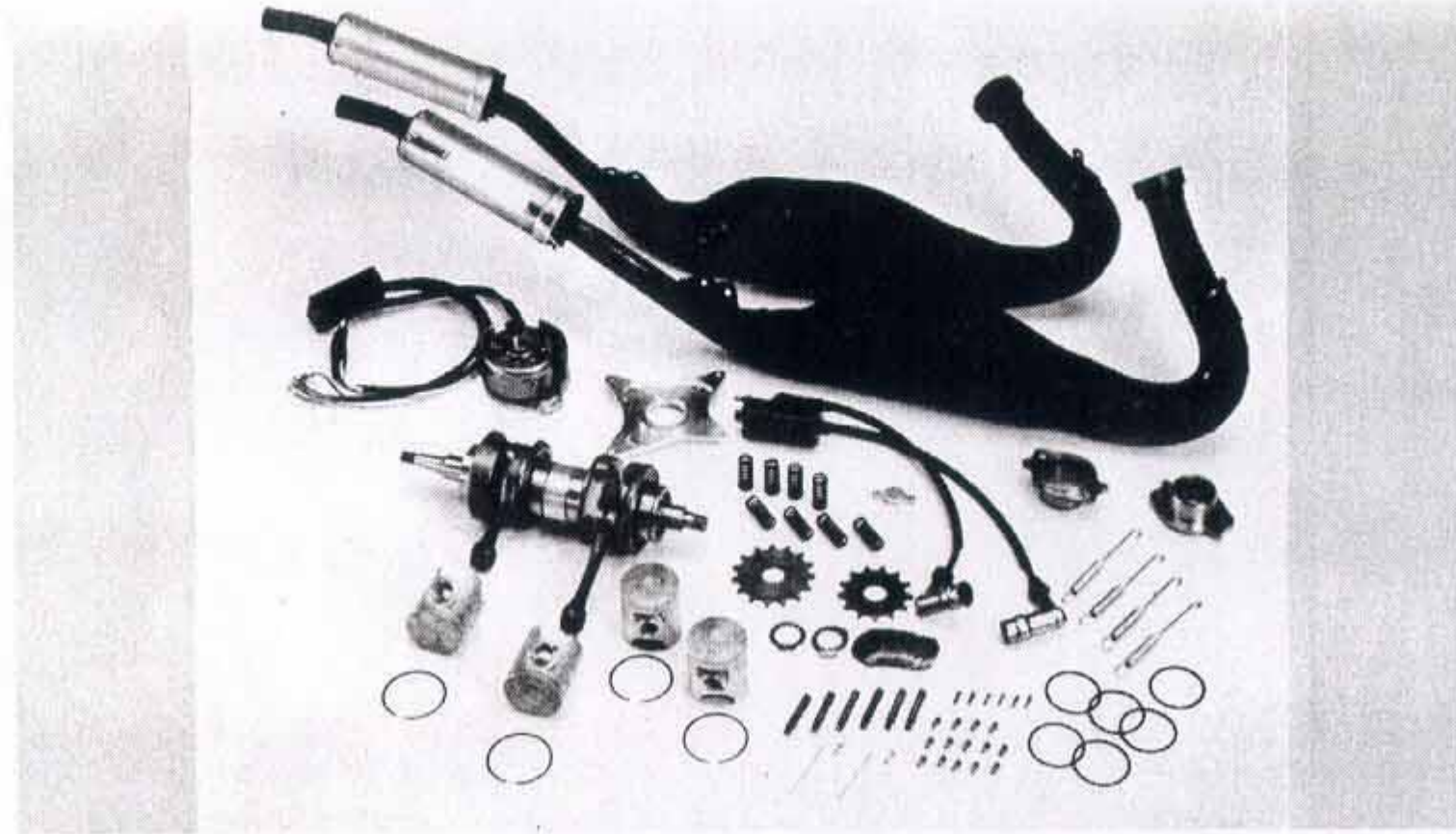




Performance curves (Engine performance with kit in use)



TZR KIT PARTS



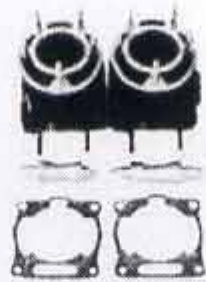
• CHAMBER ASS'Y SET • CRANKSHAFT ASS'Y • PISTON • PISTON RING • C.D.I MAGNETO ASS'Y SET • DRIVE SPROCKET SET • IGNITION COIL ASS'Y • CARBURETOR SETTING PARTS SET • CLUTCH SPRING • KICK SHAFT PLUG SET • OIL PUMP PLUG • TZR250 SERVICE MANUAL • RACE KIT INSTRUCTION MANUAL

TZR 250 KIT

OPTION PARTS



CYLINDER HEAD SET



BODY CYLINDER SET



TRANSMISSION



TACHOMETER ASS'Y



EX CHAMBER ASS'Y



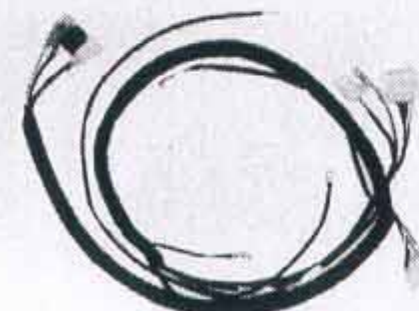
RADIATOR ASS'Y



YPVS CONTROL UNIT



SPARE SILENCER SET



WIRE HARNESS ASS'Y

MAINTENANCE NOTES

1. WASHING

Thoroughly wash out the dirt and dust from the frame and engine. Use care not to allow water to enter the engine.



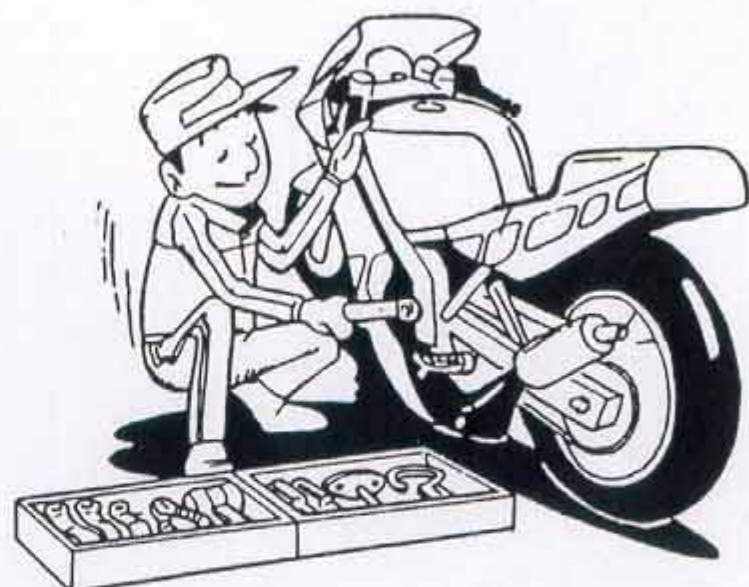
2. NO FIRE

Never use an open fire near the machine.



3. RIGHT TOOLS

Use care not to damage any parts. Be sure to use the specified special tool, as required. Also, use the right tools and measuring instruments in the right manner. (Avoid using spanners (open-end wrenches) as much as possible. Use socket wrenches and closed wrenches.)



4. EXPENDABLE PARTS

Always use new gaskets (packing), O-rings, cotter pins, circlips, lock washers, etc. when servicing.

5. GENUINE YAMAHA PARTS

Always use genuine Yamaha parts and recommended parts, including oil and grease. Never use false parts.

6. INJURIES OR BURNS

Use special care so that you will not get injured or burnt while servicing the engine, exhaust pipe or muffler.

7. NOTES ON DISASSEMBLY AND ASSEMBLY

- ① In disassembly, make a check or measurement of parts, as required, and take note of the records which will be helpful in assembling.
- ② Separate the disassembled parts in groups by section so that you will not be confused when assembling.
- ③ Clean the disassembled engine and transmission parts in wash oil and blow them out with compressed air.
- ④ Proceed with assembling while checking the reconditioned parts and original data on parts.
- ⑤ Exercise special care to keep parts free of dust or other substances.
- ⑥ While checking the operation of each mechanism or parts, install parts.
- ⑦ Oil the contact surfaces of moving parts.
- ⑧ Strictly keep the specified torque.
- ⑨ When two mechanics work together, maintain a close communication between them.

8. BINDING WIRES

Be sure to bind parts with wires, when required.

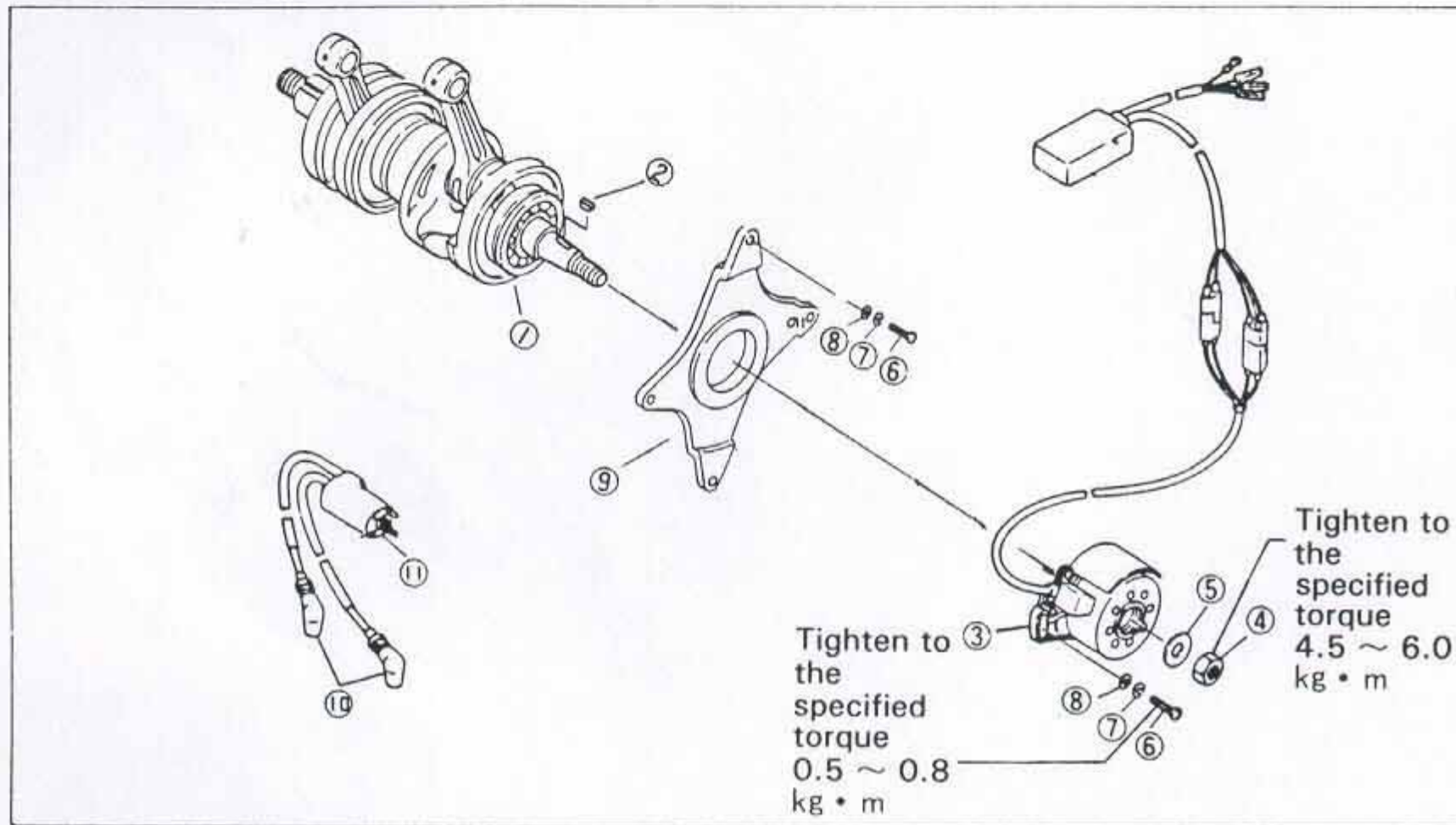


TZR KIT PARTS

CDI MAGNETO

As the requirements for high performance engines, the ignition timing characteristics have been changed, along with reduced flywheel inertia moment.

Explosion diagram of component parts



PARTS LIST

	Part No.	Part name	Q'ty	Remarks
	① 1KT-11400-70	Crank shaft Ass'y	1	
★	② 90280-04005	Key, woodruff	2	
	③ 1KT-85500-70	CDI Magneto Ass'y	1	
★	④ 90179-12335	Nut	1	
★	⑤ 90201-127E1	Washer plate	1	
★	⑥ 91316-06018	Bolt, hexagon	5	
★	⑦ 92906-06100	Washer spring	5	
★	⑧ 92901-06600	Washer plate	5	
	⑨ 1KT-85510-71	Plate generator	1	
★	⑩ IMI-82370-21	Plug cap	2	
★	⑪ 1RK-82310-K0	Ignition coil Ass'y	1	

Parts marked with ★ are standard Yamaha parts and available through the general parts sales channel.

NOTES

- Prior to each operation, check the tighteners of the rotor, stator and generator plate. Also, check the ignition timing.
- Never use an impact wrench to tighten or loosen the lock nut, or the crankcase or CDI magneto could be damaged. It is advisable to use a torque wrench and rotor holding tool (90890-01235).
- Check the CDI magneto periodically. The following are the main check points:
 - Check the rotor inner surface and stator outer surface for scratches.
 - Check the crankshaft key for damage.
 Note that these two parts will affect the ignition timing.
- The 1986 TZR250 CDI magneto and CDI unit are not usable. (the rotational direction and ignition characteristics are different.)
- Avoid over-revving the engine at more than 15,000 rpm, or the CDI magneto could be damaged.

Checking ignition timing 0.84 mm B.T.D.C.

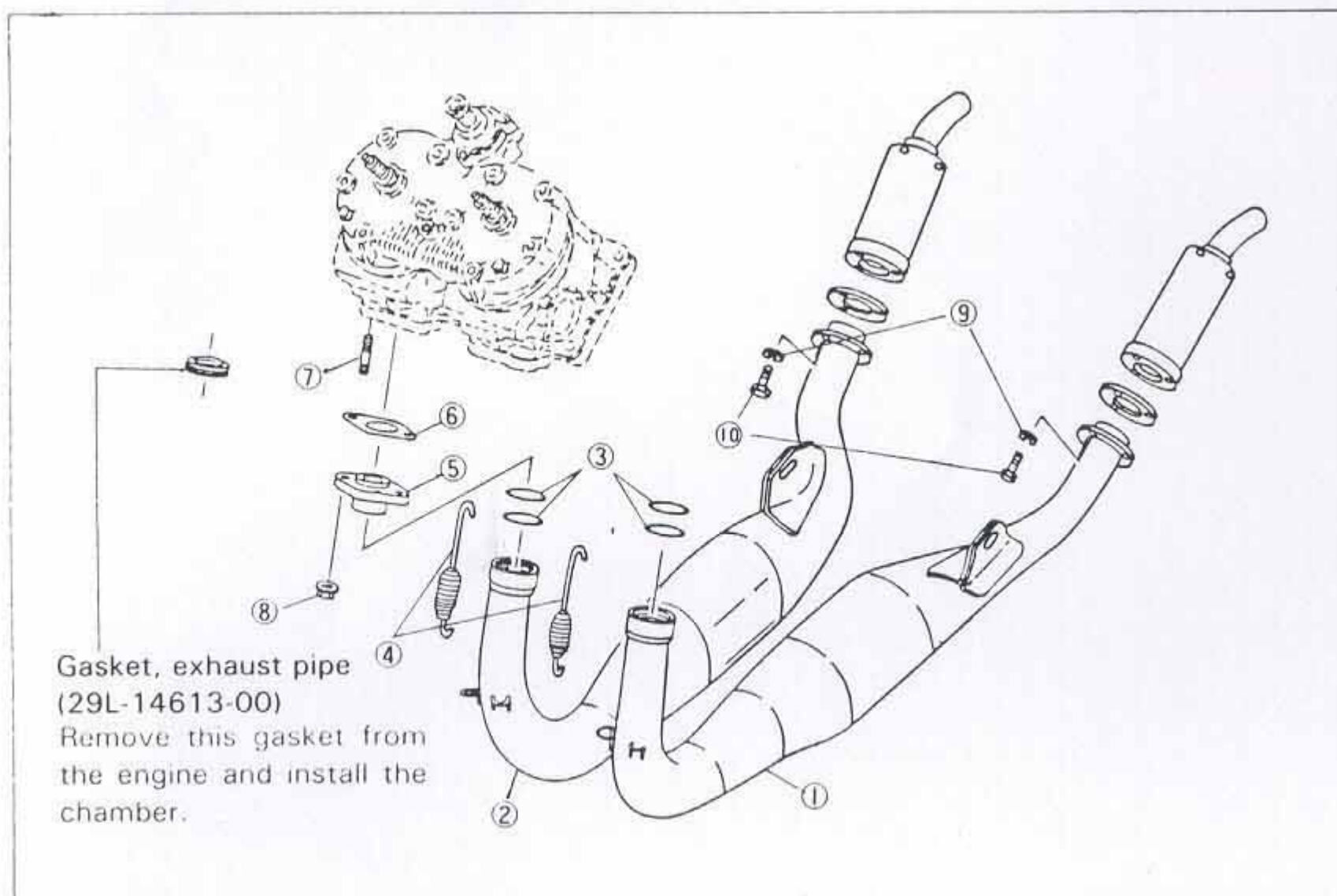
- Set the dial gauge ①.
 - Dial gauge stand ②
 - Remove both right and left spark plugs, and set the dial gauge stand on the left side cylinder head.
- Set the piston at TDC.
 - Turn the rotor counter-clockwise and set the left side piston at TDC (at which the dial gauge pointer changes the moving direction).
 - Set the dial gauge pointer at 0.
- Check the ignition timing.
 - Match mark ① on rotor
 - Match mark ② on stator
 - Turn the rotor clockwise, and check that the marks on the rotor and stator align at 0.84 mm before TDC.

TZR KIT PARTS EXHAUST-CHAMBER

Unlike the four engine, the two-cycle engine has no mechanically-controlled valve train. Therefore, the engine construction is simpler but instead, it is difficult to set the port timing, since the periods during which ports are open are partially overlapped with each other. Particularly, it is most difficult to minimize energy loss after the power stroke and sweep all the burnt gases out of the cylinder to fill it with a fresh mixture.

The exhaust chamber contained in the kit is so designed as to meet these requirements and in addition, the crankcase reed valve ensuring better intake and exhaust efficiency is adopted to allow the TZR250 to display its maximum performance in racing circuits.

EXPLOSION DIAGRAM OF COMPONENT PARTS



PARTS LIST

	Part No.	Part name	Q'ty	Remarks
①	1KT-14610-70	Exhaust pipe Ass'y 1	1	
②	1KT-14620-70	" 2	1	
★③	93210-46735	O-ring	8	
★④	90507-20035	Spring	4	
⑤	1KT-14612-70	Nut ring	2	
★⑥	29L-14643-00	Gasket 3	—	
★⑦	90116-08365	Bolt, stud	—	
★⑧	90185-08097	Nut, self-locking	—	
★⑨	92990-06100	Washer, spring	6	
★⑩	97322-06020	Bolt	6	

Parts marked with ★ are standard Yamaha parts and available through the general parts sales channel.

NOTES

1. Remove the exhaust gasket (metallic) installed in the street type machine, since it becomes unnecessary when the ring nut is installed.
2. The new O-ring to be used to fit the exhaust pipe in the ring nut is hard. Coat it with a lubricant or warm it up for easy operation.
3. Apply a silicone filler or quick drying liquid gasket to the contact surface of the exhaust pipe with the ring nut and silencer gasket.
4. When carbon and pitch (oil hard to volatile) are present inside the exhaust pipe, burn the pitch constituent using a gas burner, and heat up the exhaust pipe until no smoke comes out of the tail pipe.
5. To secure the silencer to the exhaust chamber, tighten the bolts to 1-1.2 kg.m.

★PERIODIC INSPECTION AND MAINTENANCE CHART

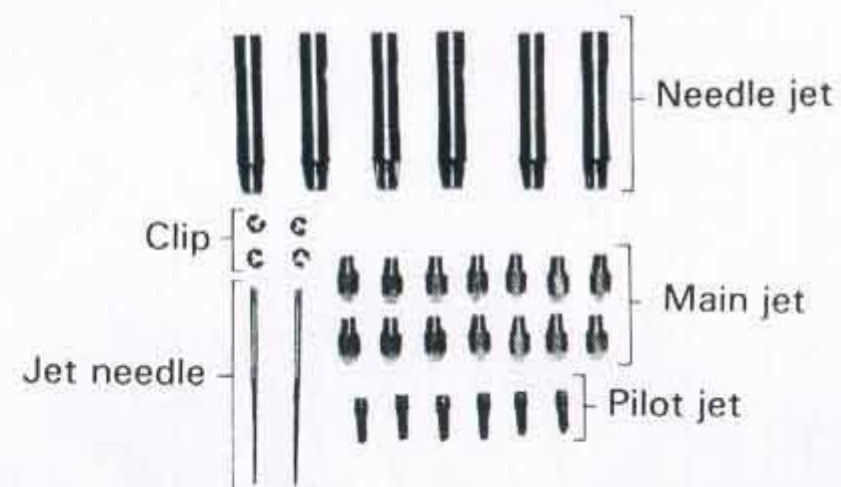
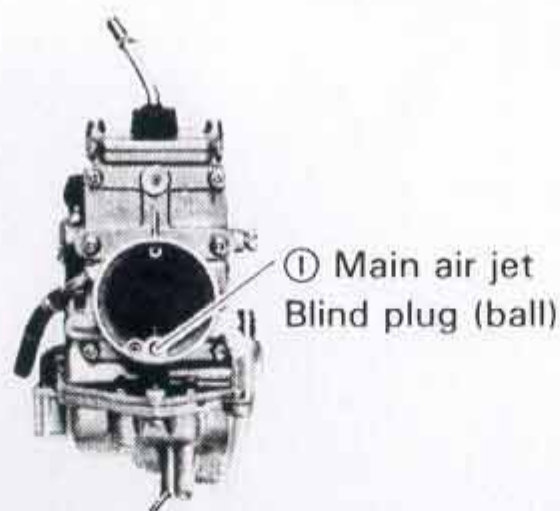
Item	After break-in	Prior to each run	Every 500km	Every 1000km	As required	Remarks
Check chamber	○	○				Check for cracks
Clean chamber					○	
Check spring	○	○				

TZR KIT PARTS CARBURETOR SETTING

The TZR250 employs a fiat valve type carburetor featuring high intake efficiency and less resistance to air flow. In addition, a shorter carburetor main bore (air horn) and a bowndraft design speed up the air flow to ensure better overall carburetion, quick response and high power.

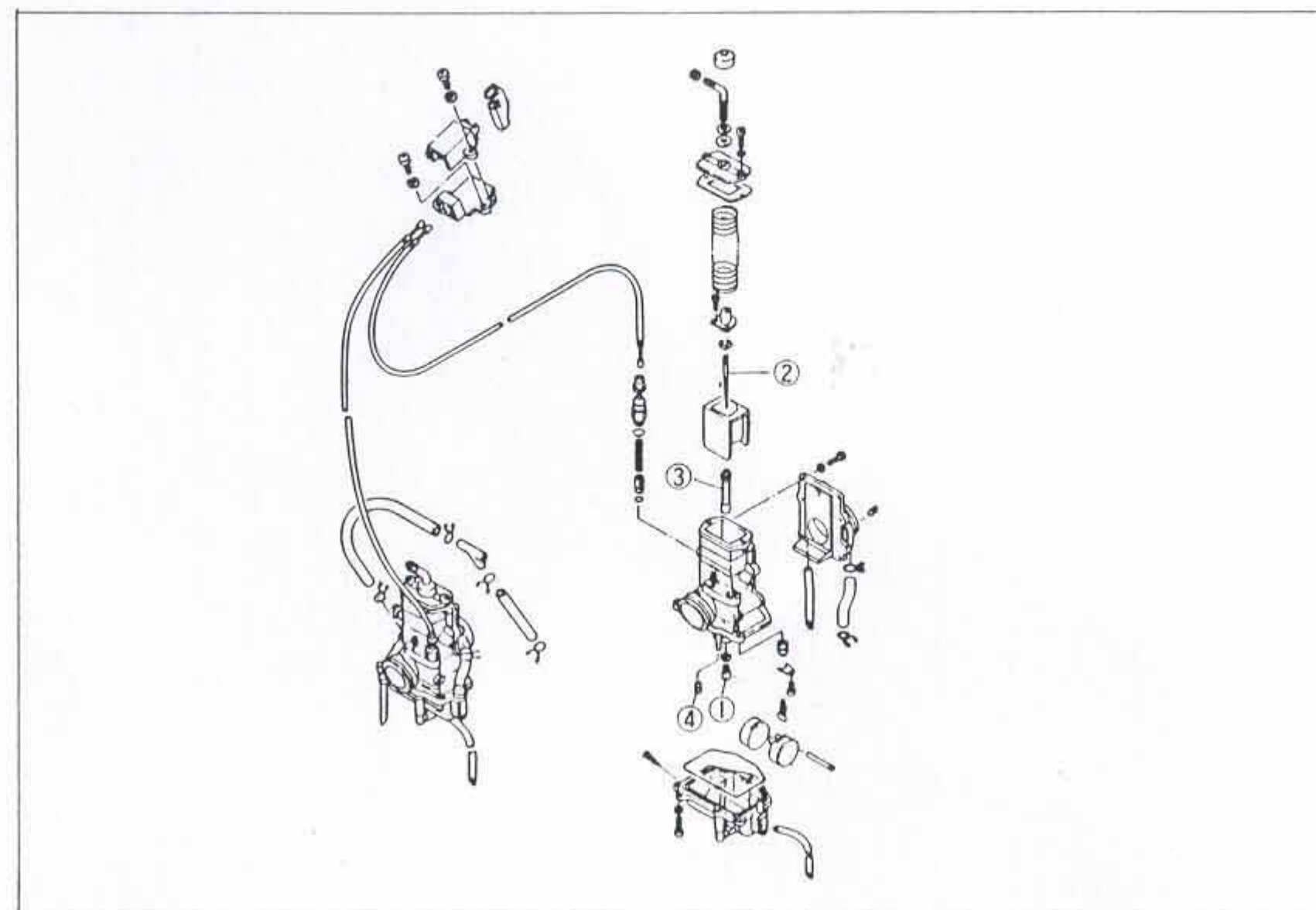
Specifications:

Carburetor model	TM28SS
Bore	28 mm diameter
Main jet set	#280.#290 #300.#310.#320.#330.#340.Two each
Jet needle	5EJ48 Two piece
Needle jet set	P-0, P-2, P-4, 0-8 Two each
Pilot jet set	#27.5, #25, #30 Two each



The best settings for another carburetor will not always be the best for your carburetor, even if they are of the same model and used in the same model machines.

First, you should experience a feeling of carburetor performance by riding a street type TZR250 around a circuit. After having full experience, you should start carburetor settings using kit parts. To enable you to make a judgement as to whether mixtures are rich or lean, it is advisable to start carburetor setting by replacing with jets whose calibration numbers are larger or smaller in a few steps. Then, make a test ride and take a note of settings and engine performance. The records will be of great help when you will make carburetor settings later on.



REFERENCE

Function of each jet

Setting parts	Throttle opening							
	0	1/8	1/4	1/2	3/4	3/8	7/8	1
Pilot air jet	[Graph showing a trapezoidal area that is widest at 0 and narrows to a point at 1]							
Pilot jet	[Graph showing a triangular area that starts at 0 and increases linearly to 1]							
Needle jet	[Graph showing a trapezoidal area that is widest at 1/2 and narrows at 0 and 1]							
Jet needle	[Graph showing a trapezoidal area that is widest at 3/4 and narrows at 0 and 1]							
Main jet	[Graph showing a trapezoidal area that is widest at 1 and narrows at 0 and 3/4]							

Considering the function of each jet and the rider's feeling of the engine, the carburetor should be set.

- Changes in mixture strength due to weather conditions:
- Cool air Lean-Enrich.
- Warm air Rich-Lean out.
- Humid air ... Rich-Lean out.
- Dry air Lean-Enrich.
- High altitudesRich-Lean out.

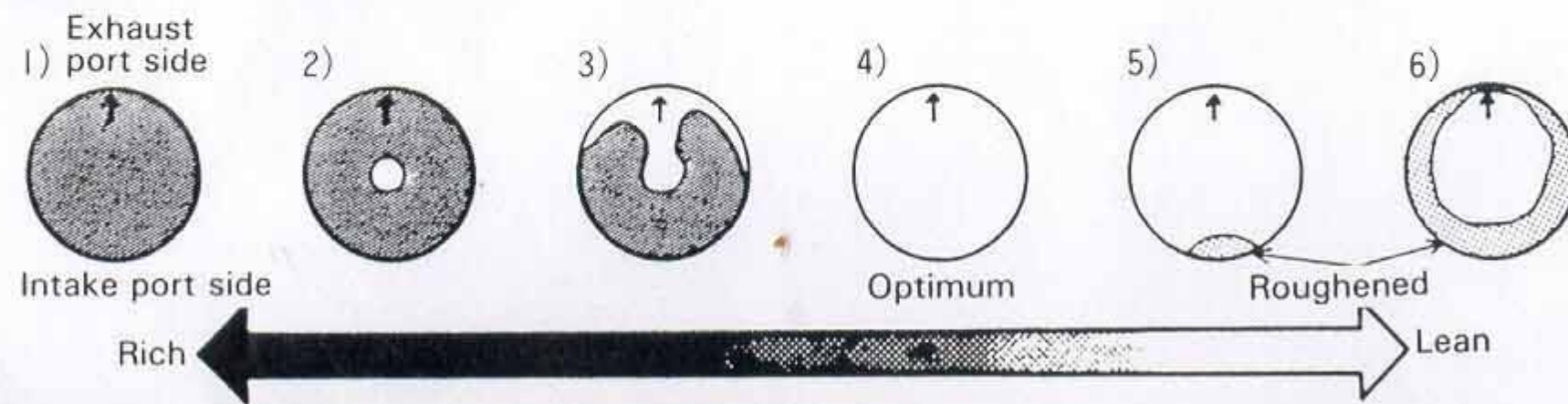
■ Handling of oil and premix gasoline

Compared with mineral oil, vegetable oil is easy to separate from gasoline and therefore, they must be stirred thoroughly. Particularly in winter, the oils must be blended completely. Vegetable oil is more easily oxidized than mineral oil. Oxidized oil becomes less lubricative and therefore, if an oil can is opened, the whole oil should be used at one time. It is advisable to use up gasoline mixed with vegetable oil with 24 hours. After racing, drain the remaining gasoline in the tank into a can so that it can be used as wash oil.

■ Reading the piston head

The state of combustion can be roughly judged by reading the spark plug but it can be more precisely diagnosed by checking the piston head.

■ Discoloring of the piston head (Oil = Castrol A747 30:1 mixture)



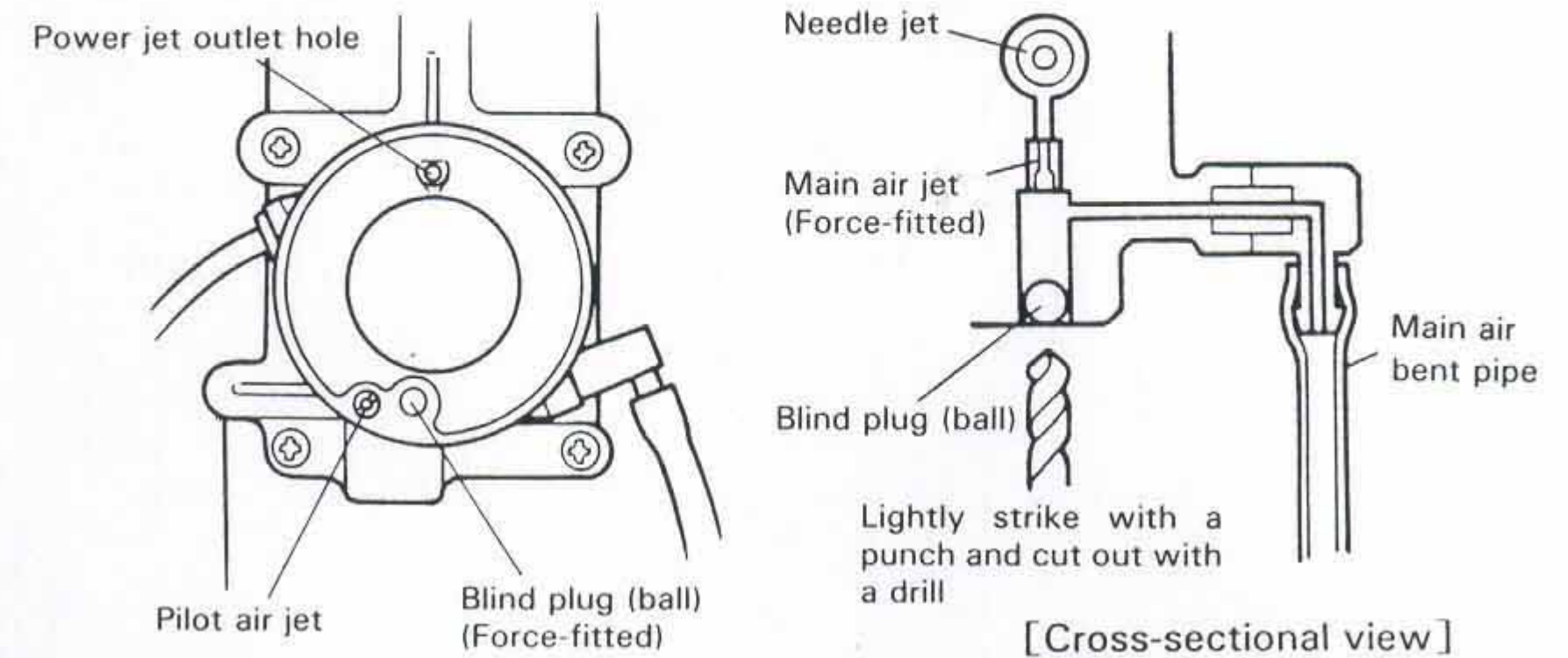
- 1) The entire piston head is sooty and wet.
- 2) The piston head center dries up
- 3) The area from the piston head center to the exhaust port side dries up.
- 4) The entire surface of the piston head dries up in a tan color. (The carburetor should be so set the the piston head is tan.)
- 5) The piston head begins to be roughened from the intake port side tho the exhaust.
- 6) The piston head begins to be roughened from the intake port side to the exhaust.

NOTES

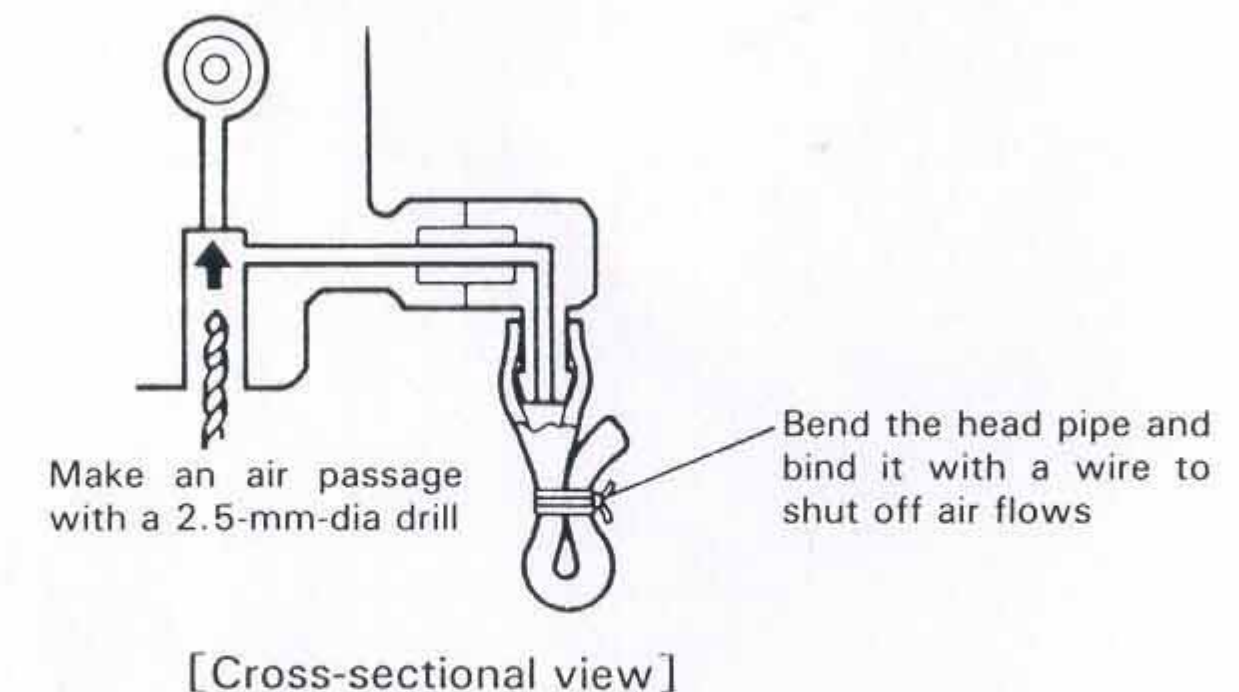
1. Be sure to use gasoline for racing machines (sold in circuits).
2. When checking the spark plug immediately after ranning, it is advisable to keep the engine running and turn off the ignition switch so that the spark plug will not cool down.
3. If any abnormal noise is heard or engine performance becomes poor during a race, disengage the clutch immediately and close the throttle to check if the engine idles for safe operation. (Idling speed is 1,300 rpm.)
4. The piston crown is partly roughened and wet in some cases. It becomes wet depending on the methok of turning off the ignition when stopping the engine. supposing that the piston crown begins to roughen, the carburetor should be set.

■ Modification of the main air circuit

- ① Using a punch, lightly strike the main air blind plug (ball) in the funnel and by increasing the drill diameter in stages, cut out the plug.



- ② The main jet is fitted in the body. Make a 2.5mm dia. through hole in the main jet (first start with making a 1.5 mm dia. hole air section only should be drill diameter in steps). (The main air section only should be drilled.) Next, as shown, plug the air vent pipe hanging down from the carburetor.



PARTS LIST

	Part No.	Part name	Q'ty	Remarks	
★	①	Main jet	—	14	7 series
	②	Jet needle	—	2	
	③	Needle jet	—	8	4 series
★	④	Pilot jet	—	6	3 series

Parts marked with ★ are standard Yamaha parts and available through the general parts sales channel.

NOTES

1. After modifying the main air circuit, thoroughly wash it out to remove metal dust. Assemble the carburetor body and install.
2. Be sure to use the spark plug "NGK heat range 10" or equivalent (with a built-in resistor) and by checking the discoloration of the piston head, select the proper spark plug.

Recommended spark plug: BR10EV (NGK) QN84 (Champion)

3. Make carburetor setting mainly by changing the main jet and needle jet, since change of the jet needle position will result in a delicate variation of engine performance, thus leading to engine trouble. Therefore, avoid changing the jet needle position as much as possible.
4. To prevent trouble such as engine seizure, first set the carburetor on the rich side and then, adjust it properly in steps.

■ Break-in operation

After warming up the engine, break-in operation is very important. It will move parts smoothly and get the rider used to the circuit.

1. Control the engine speed within 8,000 rpm and run around the circuit two or three times.
2. Bring the machine into the pits once and check for loose parts, oil leakage, or any other abnormality.
3. Next, control the engine speed within 9,000 rpm and run about 20 Km. (During this test run, check if the riding position and carburetor settings are suitable.)
4. Again, move into the pits and check for any abnormality. Make inspections and adjustments with importance on the clutch, brakes and drive chain. Adjust the carburetor and riding position best suit to your preference.
5. Run about 30 Km at 8,000 to 10,000 rpm.
6. Raise the engine speed up to 11,000 rpm and run about 5 Km.

NOTES

1. Warm-up operation should be made in the area designated for warm-up purposes. Avoid warming up the engine in a paddock or pits.
2. After break-in operation, check and maintain the machine carefully so that it can be readily used for racing or normal street riding.

**OPTION
PARTS**

TRANSMISSION

The TZR250 features extra power and torque throughout the entire range from low to high speeds. One of the factors contributing to the swift and smooth acceleration that a racing machine offers is the power transmission. The TZR250 standard transmission is both highly durable and reliable but if kit parts are used, it can be converted into a cross-ratio transmission.

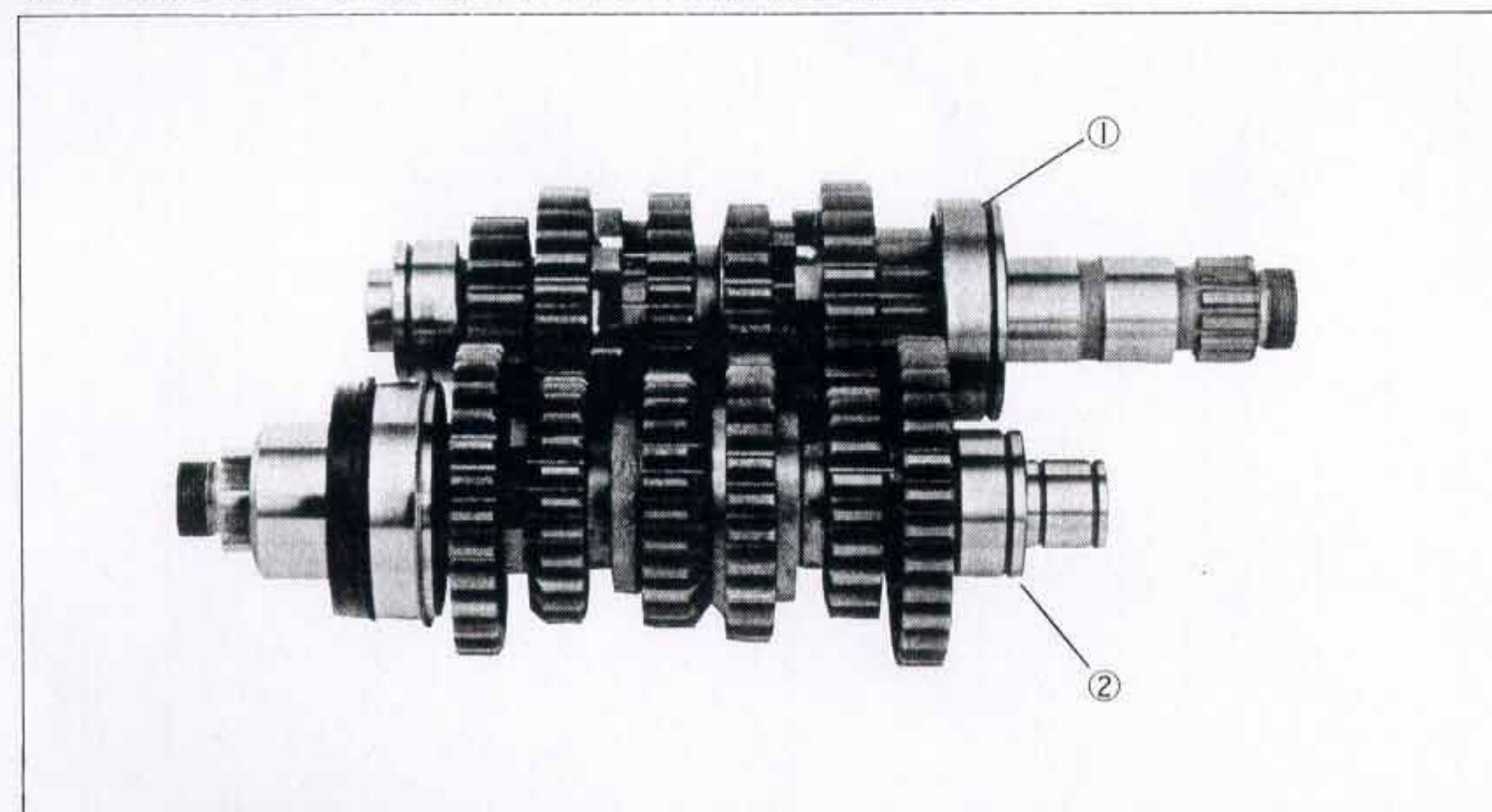
CROSS-RATIO TRANSMISSION GEAR RATIOS

		No. of teeth	Gear ratio			No. of teeth	Gear ratio
1st	P	14	2.142	4th	P	24	1.083
	W	30			W	26	
2nd	P	17	1.647	5th	P	26	0.961
	W	28			W	25	
3rd	P	19	1.315	6th	P	26	0.884
	W	25			W	23	

NOTES ON DISASSEMBLY AND SERVICE

1. Install circlips and eashers eith special care, and after assmbling, check the smooth operation of gears.
2. Check contact surfaces of moving parts for wrar or damage.
3. Apply molydenum grase and gear oil to the gear bores and splines of axles before assembling them.
4. The amount of wear of washers and circlips varies depending on their positions. When disassembled, they should put aside in order of removal.
5. If any gear requires replacement due to damage, replace it as a set with the mating gear and shift fork.
6. Always use a new oil seal (93102-35361) when reassembling the drive axle.

EXPLOSION DIAGRAM OF COMPONENT PARTS



PARTS LIST

	Part No.	Part name	Q'ty	Remarks
①	1KT-17410-70	Main axle Ass'y	1	
②	1KT-17420-70	Drive axle Ass'y	1	

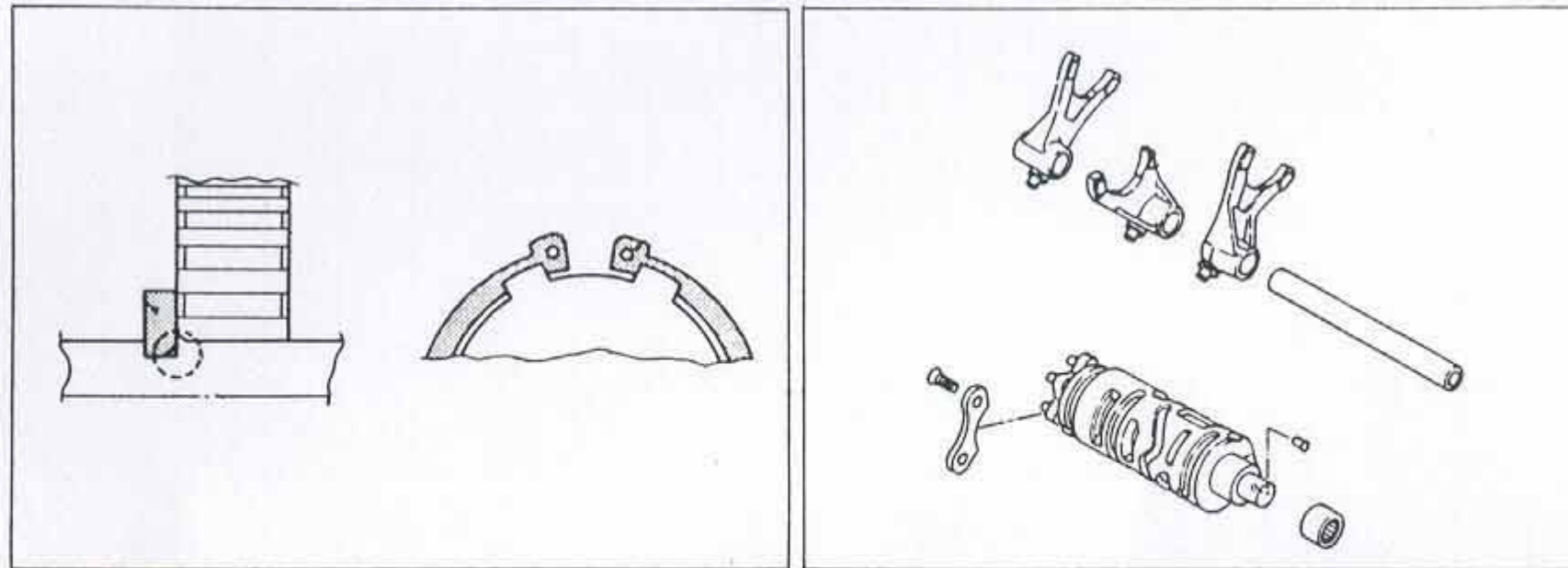
Parts marked with ★ are standard Yamaha parts and available through the general parts sales channel.

TRANSMISSION INSPECTION ITEMS

1. Check for worn dogs or pitted or damaged gear teeth. Of worn, pitted, or damaged — — Replace.
2. Check for chipped dogs or scratched or burnt shift fork grooves. If dipped, scratched or burnt — — Replace.
3. Check for noisy or loose bearings.
If nosiy or loose — — Replace.
4. Check that gears moves smoothly.
If not slide smoothly — — Recondition or replace.
If not rotate smoothly — — Recondition or replace.

SUGGESTION FOR TRANSMISSION REPLACEMENT

Replacement intervals of the transmission vary depending on the rider's preference course conditions or hous of operation. It is advisable, however, to replace the transmission each season.

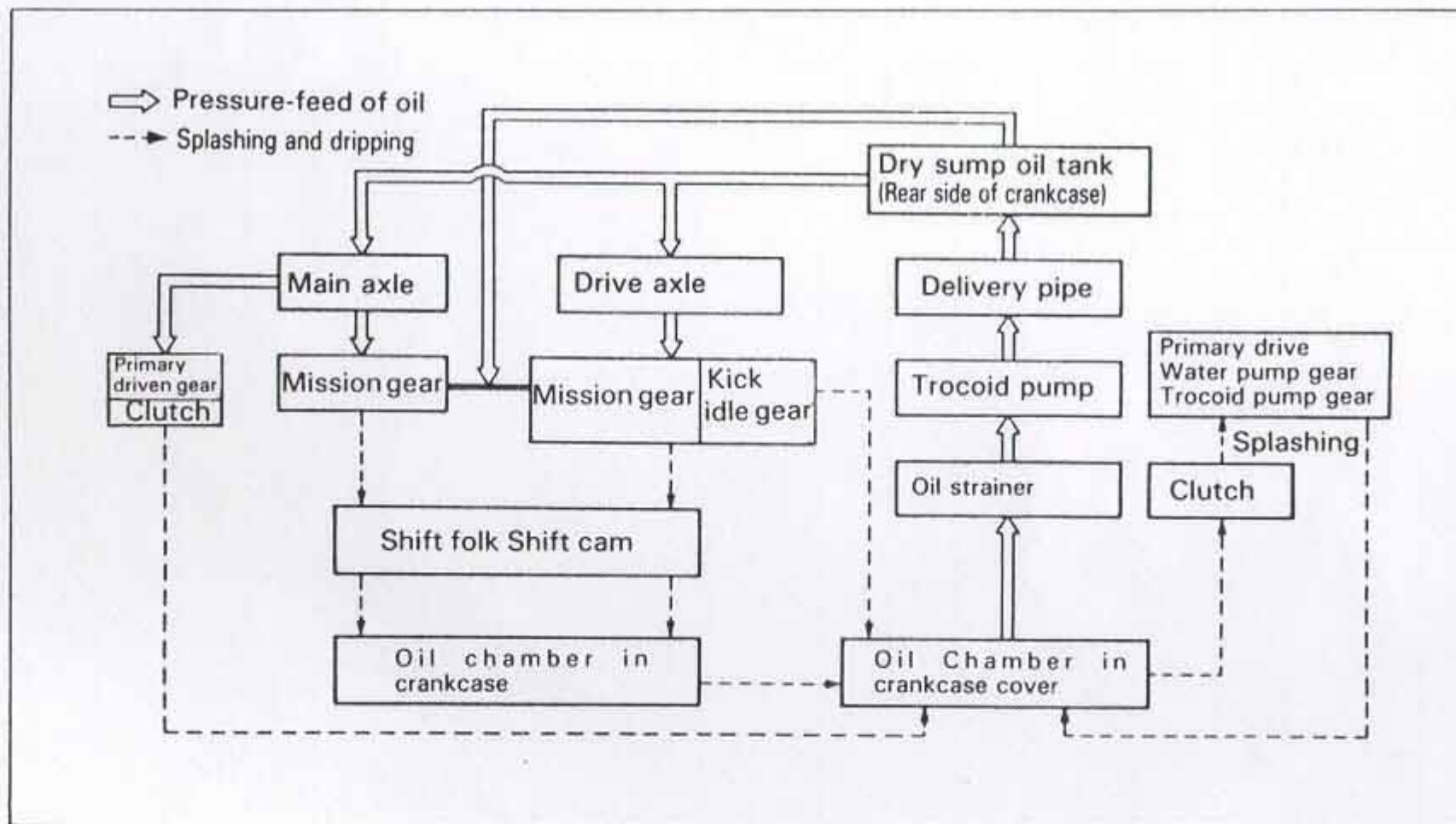


※ The above diagrams relate to the "Notes on disassembly" on the preceding page(P18).

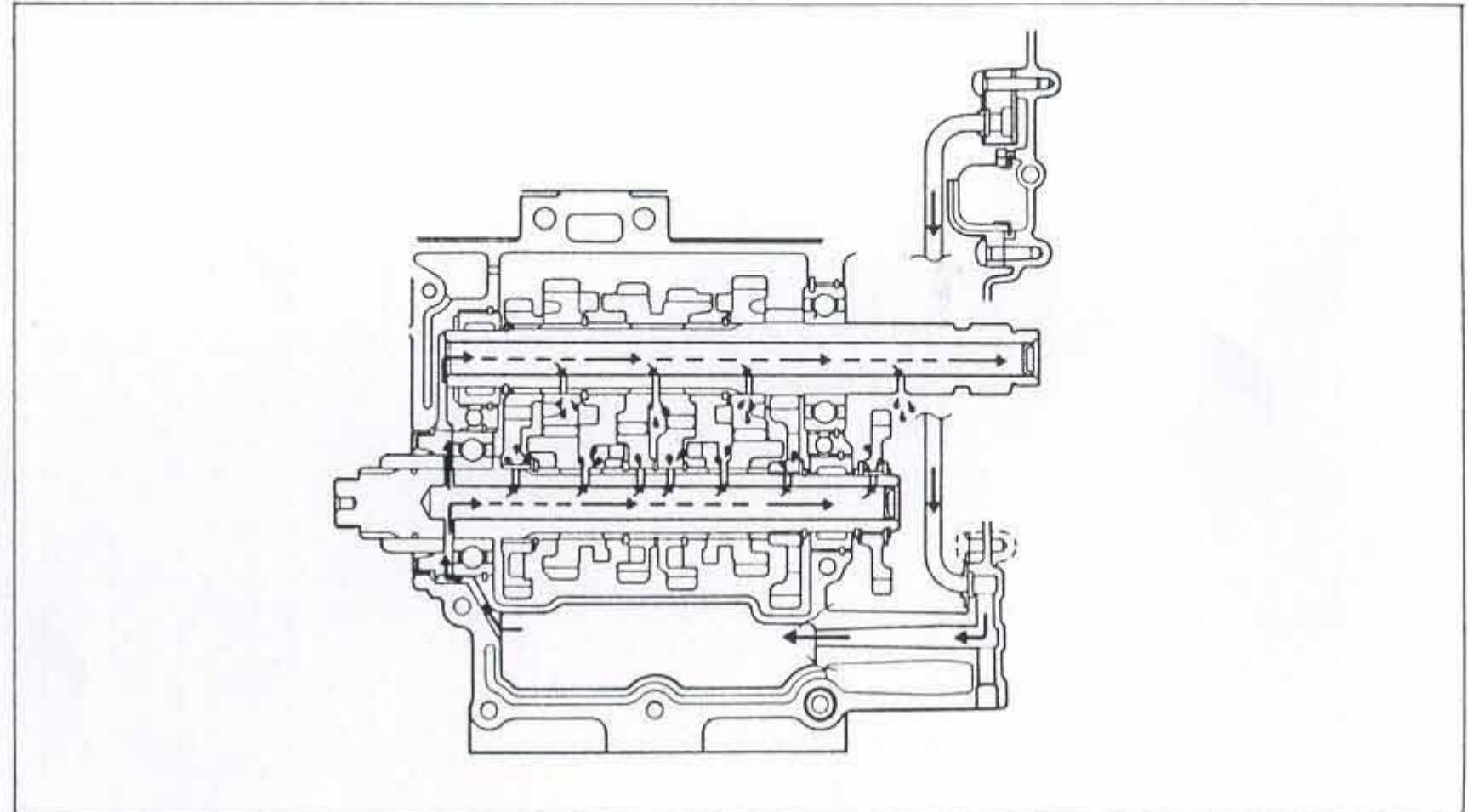
NOTES

- Install the shift forks so that the stamped numbers face toward the right.
- Position the shift forks in order of 1, 2 and 3 from the left.

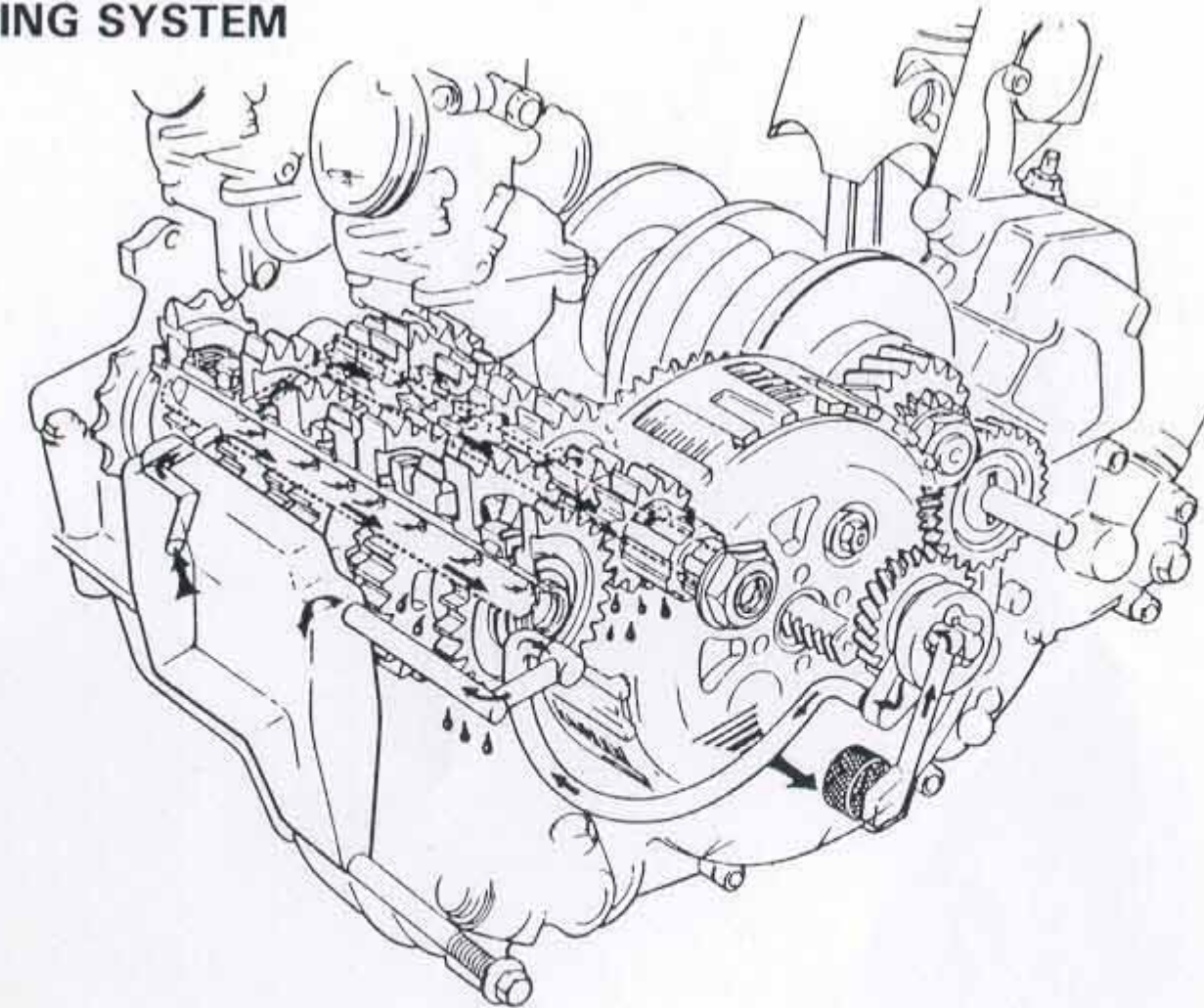
ROUTES OF LUBRICATING OIL



ROUTES OF CROSS-RATIO TRANSMISSION LUBRICATING OIL



PERSPECTIVE VIEW OF ENGINE LUBRICATING SYSTEM



OPTION PARTS HEAD & CYLINDER

In the case of a two-cycle engine, the intake, exhaust and transfer ports and port timing are the determining factors in engine performance. Particularly in racing circuits, a swift and smooth build up of speed will affect the racing result.

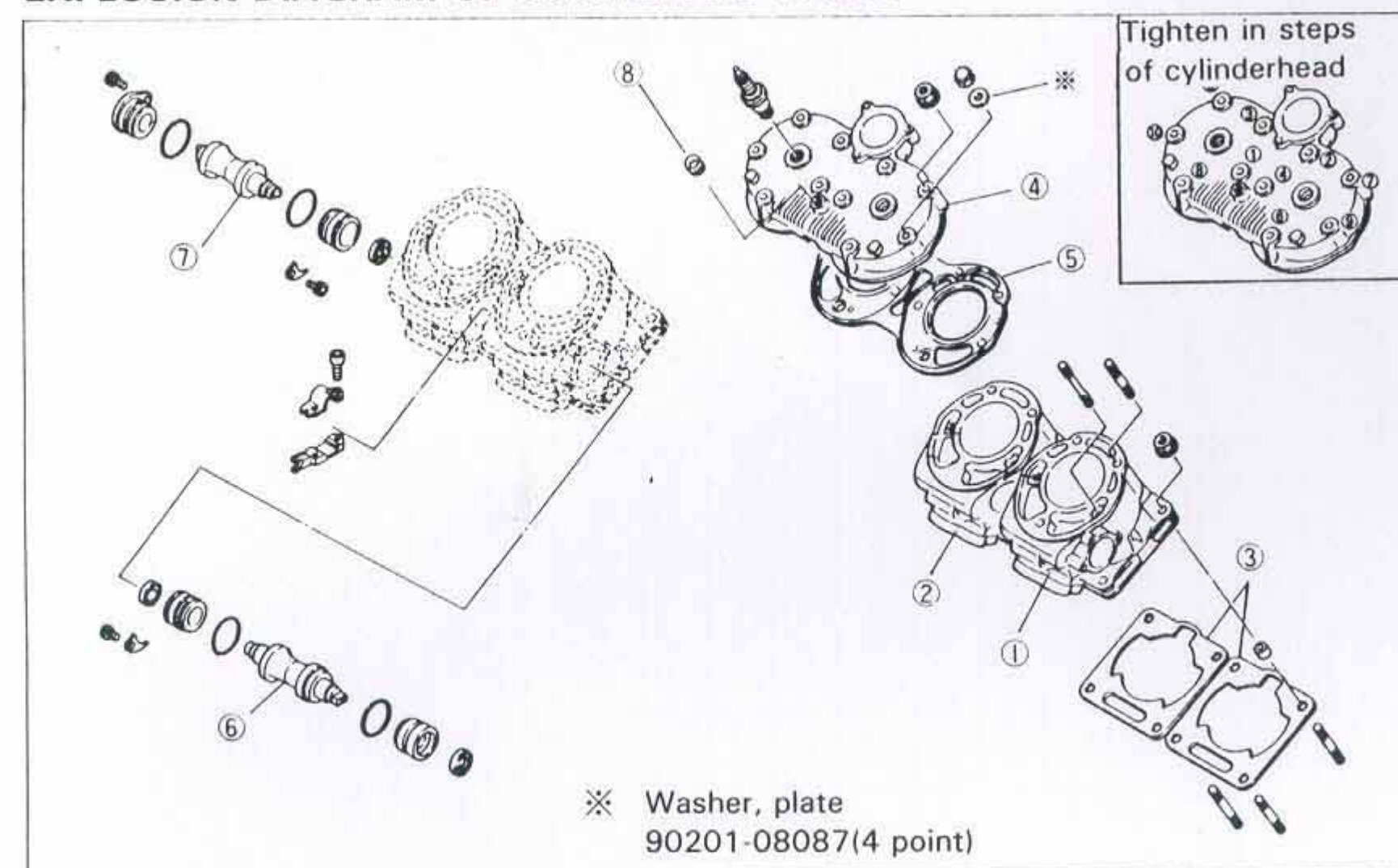
this kit is designed exclusively for racing purposes and greatly helps the TZR250 develop its extra engine power and torque throughout the entire range of speeds.

Footnote:

If you do not get used to the tuning of the cylinder head and ports, the use of these optional parts is recommended for better engine performance.

Explosion view of component parts

EXPLOSION DIAGRAM OF COMPONENT PARTS



PARTS LIST

	Part No.	Part name	Q'ty	Remarks
①	1KT-11311-70	Body cylinder 1	1	
②	1KT-11321-70	Body cylinder 2	1	
③	1KT-1131A-70	Valve 1	1	
④	1KT-1132A-70	Valve 2	1	
★⑤	1KT-11351-00	Base gasket	2	
⑥	1KT-11111-70	Head, cylinder	1	
★⑦	1KT-11101-00	Head gasket	1	
★⑧	90344-51005	Plug, head	1	

Parts marked with ★ are standard Yamaha parts and available through the general parts sales channel.

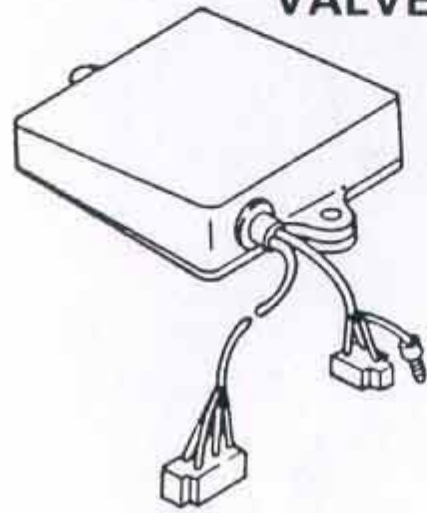
NOTES

1. When removing the cylinder, use care not to allow dirt, dust or water to enter the engine.
2. Exercise care not to scratch the cylinder sleeve or contact surfaces of the cylinder and head.
3. Be careful not to scratch valve 1 (for the left-side cylinder) when gripping the pulley with pliers.
4. After installing the cylinder, turn the crankshaft and make sure the piston moves up and down smoothly.
5. Always use a new gasket. (Be sure to use the gasket contained in the kit. Any other type gasket may interfere with the piston.)
6. Tighten the cylinder head bolts to 2.7 kg.m in steps and in order of numbers (shown on the head).
7. To prevent the leakage of cooling water due to a broken cap nut, it is necessary to increase the number of washers (marker with ※ in the diagram on the right) Considering the stud bolt length.

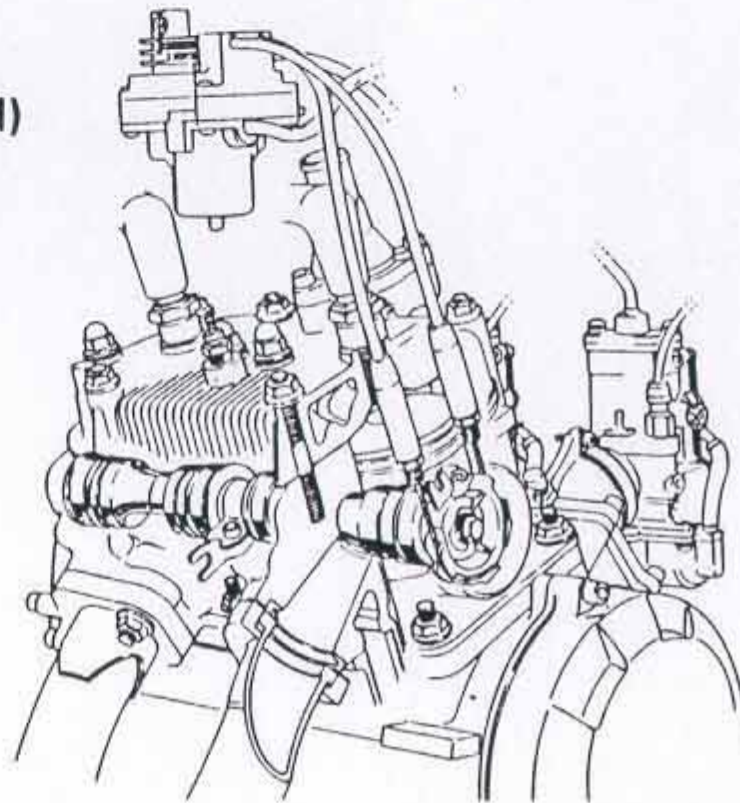
OPTION PARTS **YPVS** **CONTROL UNIT**

The YPVS control unit, which control the optimum exhaust port timing, is indispensable for tuning up of the engine.

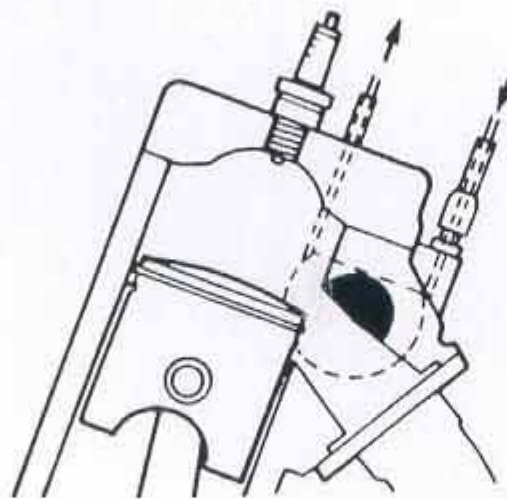
Y.P.V.S (YAMAHA • POWER • VALVE • SYSTEM)



Y.P.V.S control unit Part No.
1KT-85830-70



A

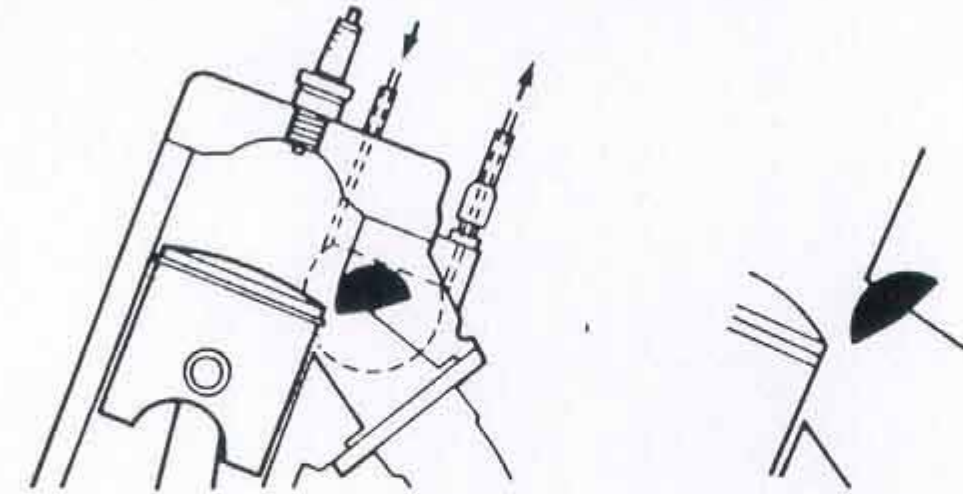


Remove one side of the chamber, and check for any step visually (by looking into the chamber in the direction of the arrow) or by stroking with your finger.



(YPVS adjustment) Turning on the main switch will cause the sub-motor to operate once and stop. When the sub-motor stops, the YPVS control unit opens fully as shown above.

B



If it stops in the position shown in Fig. B, adjust it in the position shown in Fig. A by turning the adjuster.

NOTES

1. This YPVS control unit is designed exclusively for the TZR250 fitted with the F-III kit.
2. YPVS valve timing should be adjusted by referring to the <YPVS adjustment > specified below.
3. When installing the pulley, set the valve in the full-open position.

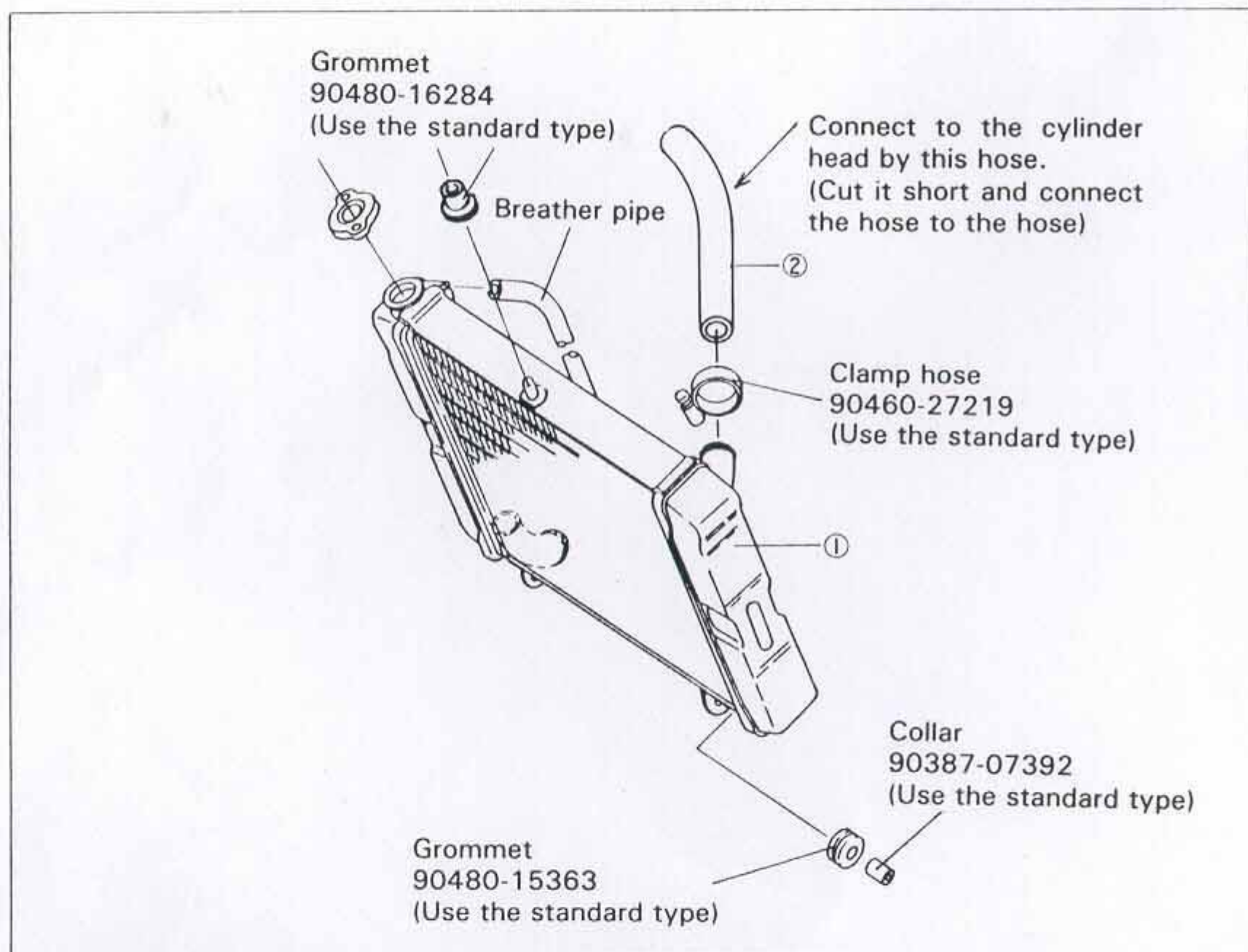
<YPVS adjustment > Proceed as follows:

1. Replace the YPVS control unit.
2. Turn on the main switch. (The valve performs a cycle of actions.)
3. Viewing in the direction of the arrow (see Fig. A), check that the valve is full-open. If not full-open, adjust it by turning the adjuster. (Remove one side of the chamber. With your finger, check that there is a step between the port and valve.)

OPTION PARTS

RADIATOR

The TZR250 cooling system is perfect for the high power and high torque engine, however, the use of the kit will require a more efficient cooling efficiency. To meet such a requirement, this large-side radiator is recommended.



NOTES

1. Fasten the hose band tightly.
2. Route the hoses using care not to flatten or allow air to remain inside hoses.
3. Connect the breather pipe to the recovery tank as a preventive measure against the radiator blow.
4. When refilling the radiator, tilt the machine to the right and left sides to expel the air in the radiator.

PARTS LIST

	Part No.	Part name	Q'ty	Remarks
①	1KT-12460-70	Radiator Ass'y	1	
★②	1KT-12482-0Q	Pipe 2	2	

Parts marked with ★ are standard Yamaha parts and available through the general parts sales channel.

★PERIODIC INSPECTION AND MAINTENANCE CHART

Item	After break-in	Prior to each run	Every 500km	Every 1000km	As required	Remarks
Water level/leakage	○	○				
Function of radiator cap					○	Check with radiator cap tester.
Replace cooling water					○	Tapped water (drinking water)w
Replace cooling water hose					○	
Damage to radiator fins		○				Repair using slotted-head screwdriver or pliers.
Clean radiator			○			

NOTES

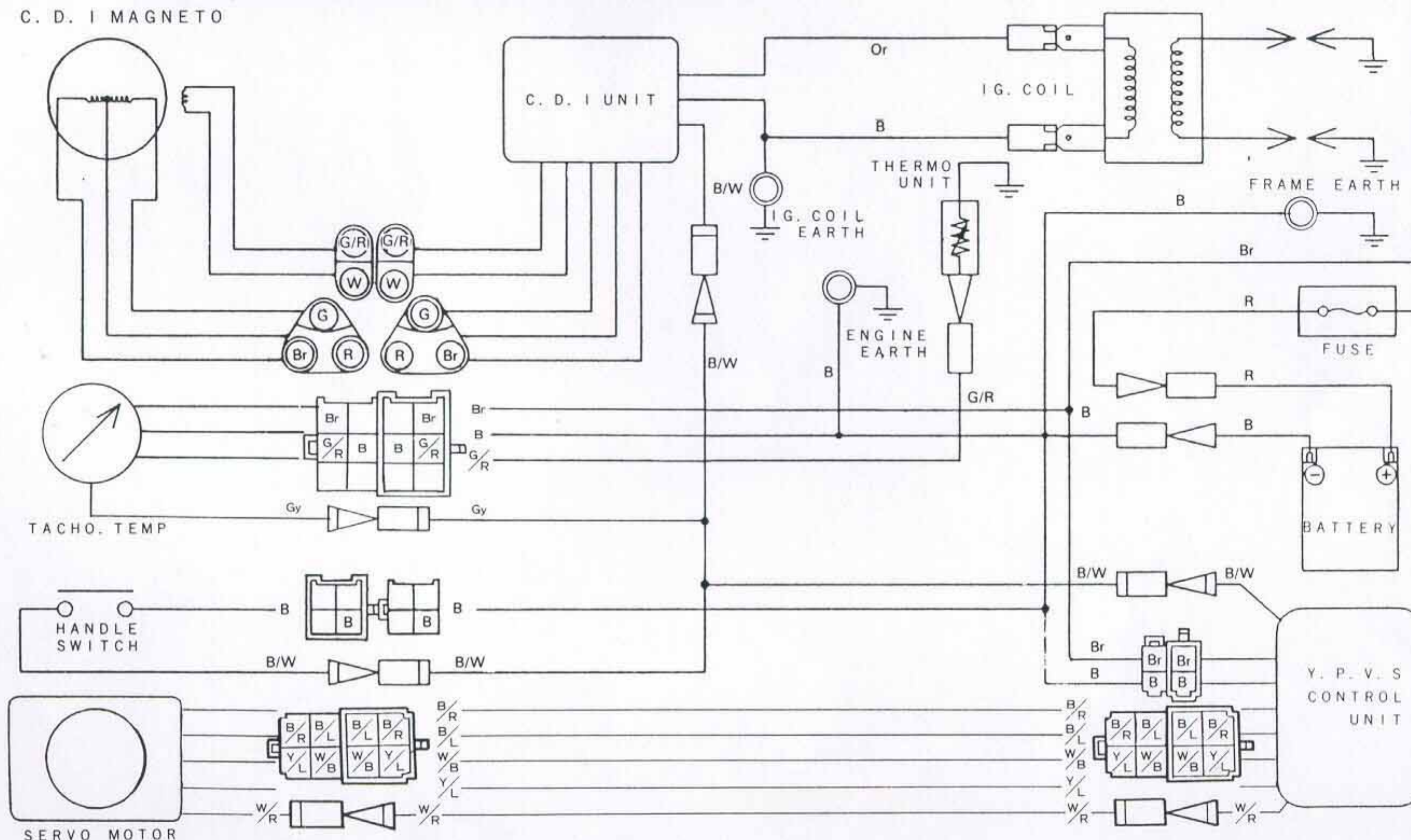
1. Use tapped water for the radiator. Never use water containing calcium and magnesium or sea water.
2. Drain off the radiator completely to prevent rusting or the freezing of water after each race.
3. When Warming up the engine, avoid racing the engine at high speeds. (Run the engine speed at 5,000 to 6,000 rpm for a few minutes and check the water temperature gauge.)
4. During break-in operation, cover the radiator with gum tape so that the water temperature readings are 60 ° to 75 °C. (Do not run the machine with the water temperature at below 60 °C.)
5. If the water temperature meter reading is higher than 90 °C, check the radiator for a lower water level or leakage.
6. The cooling water is still hot soon after stopping of the engine. Replace or add water after the engine has cooled down. (In this case, it is advisable to check and service other areas of the machine for better work efficiency until the engine cools down.)
7. To repair the radiator, use a bond (Debucon, Araldyte) .Never use argon arc welding.

OPTION PARTS

WIRE HARNESS

B; Black
W: White
R; Red
Br: Brown
G: Green
Gy: Gray
Or: Orange

G/R: Green/Red
B/W: Black/White
W/Y: White/Yellow
W/L: White/Blue
B/Y: Black/Yellow
B/R: Black/Red



The wire harness designed specially for the TZR250 racer can be used with standard parts (excluding the ignition system).

That is, it can be used with the standard type tachometer, water temperature meter, handle switch (kill switch), battery, servo-motor and control unit. For better engine performance, it is advisable to install the control unit designed for the race kit. Except for the ignition system, electrical parts should be connected in the standard arrangement, and the wire harness wire positions are the same as standard. Therefore, wiring is easy and simple, requiring a shorter time for connection.

Use of TZ parts

When installing the lightweight TZ battery (49V-82110-00), replace the coupler with the type connectable to the TZ battery.

Also, a battery charger (49V-82107-00) and lead wire (49V-82117-00) will be required to purchase.

Ground terminal positions

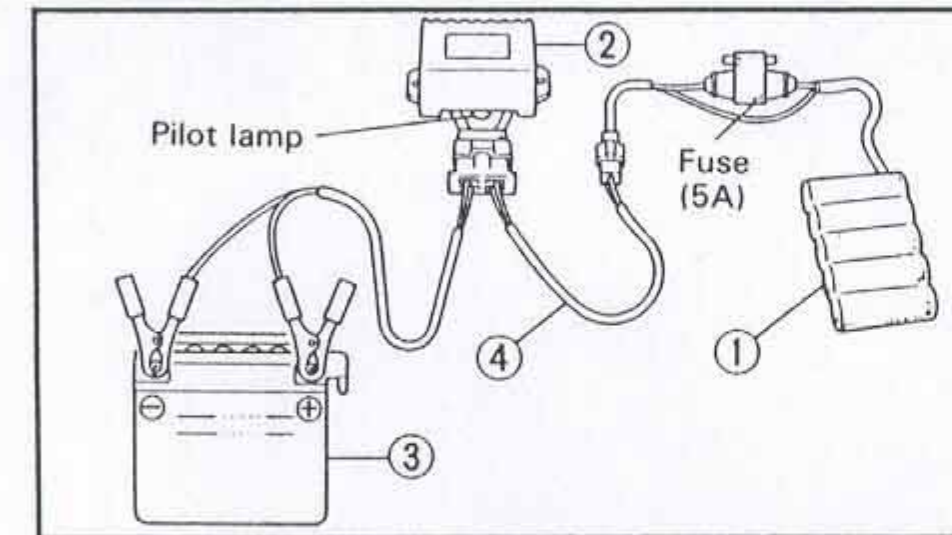
- 1) Frame grounding Secure to rectifier/regulator mounting position
- 2) Engine grounding..... Secure to CDI magneto mounting position.
- 3) Ignition coil grounding .. Secure to frame.

CHARGING THE BATTERY

- Battery ①
- Charger ②
- Battery (12V, 20Ah) as power source ③
- Lead wire ④

Connect the charger (accessory) to the battery and charge it from a battery whose capacity is 12V/20Ah or higher.

By watching the pilot lamp, check to see if the battery is being charged.
(However, avoid charging for more than 24 hours continuously.)



NOTES

1. Be sure to use a battery whose capacity is 12V/20Ah.
2. Be sure to use the charger (accessory) for charging.
3. Make sure the source battery is fully charged.
(At least, the starter motor can operate with the battery.)
4. Avoid continuing charging for more than 24 hours. The source battery may run down.)
5. Charge the battery pack by pack.
6. Use a full-charged battery for practice and racing.
7. Use a 5A fuse.

After each operation, be sure to disconnect the coupler between the battery and servo-motor. (Prevention of discharging.)

ROAD RACE



- Specifications are subjected to change for performance improvement without notice.
- These parts are intended exclusively for racing purposes. You are strictly requested not to use them for a public road.
- Further details please contact YAMAHA distributor.