

# 0-12 Daily or (pre-ride) checks

**Note:** The daily (pre-ride) checks outlined in the owner's manual covers those items which should be inspected on a daily basis.

## 1 Engine/transmission oil level check

### Before you start

- On YZF models, support the motorcycle in an upright position, using an auxiliary stand if required. On FZS models, put the motorcycle on its centrestand. Make sure it is on level ground.
- Start the engine and let it idle for several minutes to allow it to reach normal operating temperature.

**Caution:** Do not run the engine in an enclosed space such as a garage or workshop.

- Stop the engine. Leave the motorcycle undisturbed for a few minutes to allow the oil level to stabilise.

### The correct oil

- Modern, high-revving engines place great demands on their oil. It is very important that the correct oil for your bike is used.
- Always top up with a good quality oil of the specified type and viscosity and do not overfill the engine.

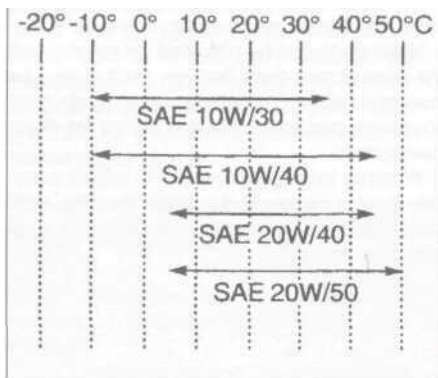
**Caution:** Do not use chemical additives or oils with a grade of CD or higher, or use oils labelled "ENERGY CONSERVING II". Such additives or oils could cause clutch slip.

Oil type	API grade SE, SF or SG (min)
Oil viscosity* UK models US models	SAE 10W30or10W40 SAE10W30or20W50

*"Refer to the viscosity table to select the oil best suited to your conditions."*

### Bike care

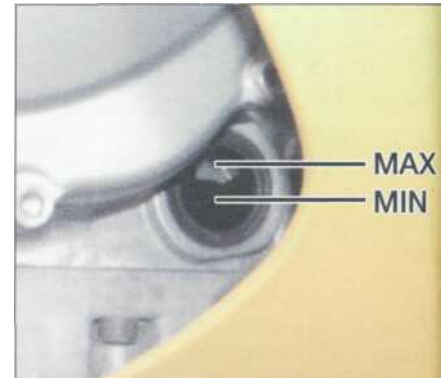
- If you have to add oil frequently, you should check whether you have any oil leaks. If there is no sign of oil leakage from the joints and gaskets | the engine could be burning oil (see *Fault Finding*).



Oil viscosity table; select the oil best suited to the conditions



1 Wipe the oil level inspection window, located on the right-hand side of the engine, so that it is clean.



2 With the motorcycle vertical, the oil level should lie between the maximum and minimum levels on the window.



3 If the level is below the minimum line, remove the filler cap from the top of the clutch cover.



4 Top the engine up with the recommended grade and type of oil, to bring the level up to the maximum level on the window.

## 2 Coolant level check

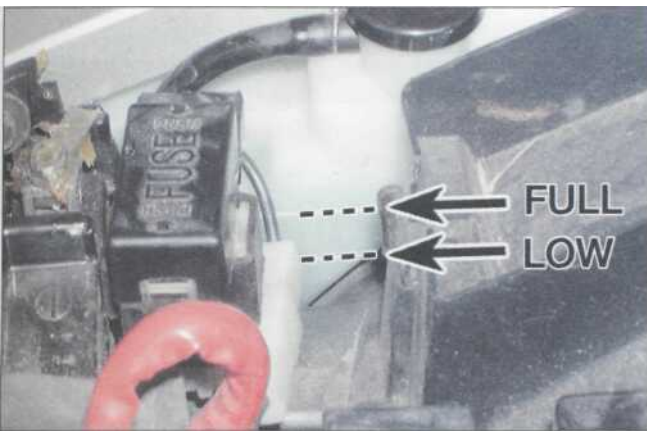
**Warning:** DO NOT remove the radiator pressure cap to add coolant. Topping up is done via the coolant reservoir tank filler. DO NOT leave open containers of coolant about, as it is poisonous.

### Before you start

- Make sure you have a supply of coolant available - a mixture of 50% distilled water and 50% corrosion inhibited ethylene glycol anti-freeze is needed. **Note:** Yamaha specify that soft tap water can be used, but NOT hard water. If in doubt, boil the water first or use only distilled water.
- Always check the coolant level when the engine is cold.
- On YZF models, support the motorcycle in an upright position, using an auxiliary stand if required. On FZS models, put the motorcycle on its centrestand. Make sure it is on level ground.

### Bike care

- Use only the specified coolant mixture. It is important that anti-freeze is used in the system all year round, and not just in the winter. Do not top the system up using only water, as the system will become too diluted.
- Do not overfill the reservoir. If the coolant is significantly above the "FULL" level line at any time, the surplus should be siphoned or drained off to prevent the possibility of it being expelled out of the overflow hose.
- If the coolant level falls steadily, check the system for leaks (see Chapter 1). If no leaks are found and the level continues to fall, it is recommended that the machine is taken to a Yamaha dealer for a pressure test.



On YZF models, remove the seat to access the coolant reservoir (see Chapter 8). The coolant "FULL" and "LOW" level lines are marked on the reservoir.



On FZS models, the coolant "FULL" and "LOW" level lines are marked on the back of the reservoir and are visible below the right-hand side panel.



**3** If the coolant level is not in between the "FULL" and "LOW" level lines, on FZS models remove the right-hand side cover (see Chapter 8, Section 3), then on all models remove the reservoir filler cap.



**4** Top the coolant level up with the recommended coolant mixture. Fit the cap securely, then install the side cover (see Chapter 8).

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## 3 Brake fluid level checks



**Warning:** Brake hydraulic fluid can harm your eyes and damage painted surfaces, so use extreme caution when handling and pouring it and cover surrounding surfaces with rag. Do not use fluid that has been standing open for some time, as it absorbs moisture from the air which can cause a dangerous loss of braking effectiveness.

### Before you start

- On YZF models, support the motorcycle in an upright position, using an auxiliary stand if required. On FZS models, put the motorcycle on its centrestand. Turn the handlebars until the top of the front master cylinder is as level as possible. If necessary, tilt the motorcycle to make it level. The rear master cylinder reservoir is located behind the right-hand side cover.

- Make sure you have the correct hydraulic fluid. DOT 4 is recommended.
- Wrap a rag around the reservoir being worked on to ensure that any spillage does not come into contact with painted surfaces.

### Bike care

- The fluid in the front and rear brake master cylinder reservoirs will drop slightly as the brake pads wear down.
- If any fluid reservoir requires repeated

topping-up this is an indication of a hydraulic leak somewhere in the system, which should be investigated immediately.

- Check for signs of fluid leakage from the hydraulic hoses and components - if found rectify immediately.

- Check the operation of both brakes before taking the machine on the road; if there is evidence of air in the system (spongy feel to lever or pedal), it must be bled as described in Chapter 7.

## FRONT BRAKE FLUID LEVEL



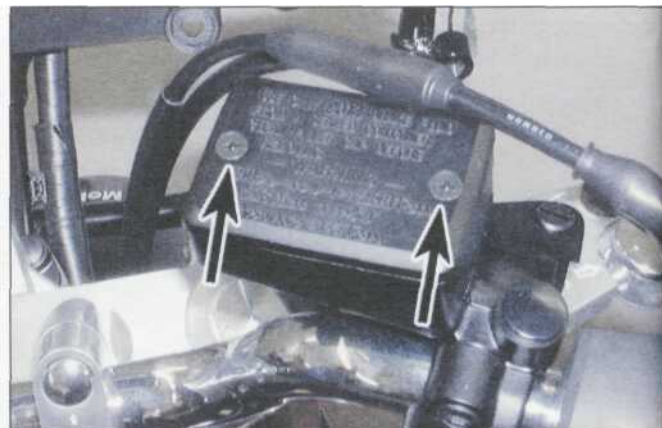
■ On YZF models, the front brake fluid level is visible through the reservoir body - it must be between the "UPPER" and "LOWER" level lines.



On FZS models, the front brake fluid level is visible through the window in the reservoir body - it must be above the "LOWER" level line.



3 On YZF models, if the level is below the "LOWER" level line, remove the reservoir cap clamp screw (arrowed), then unscrew the cap and remove the diaphragm plate and the diaphragm.



On FZS models, if the level is below the "LOWER" level line remove the two reservoir cover screws (arrowed) and remove the cover, the diaphragm plate and the diaphragm.

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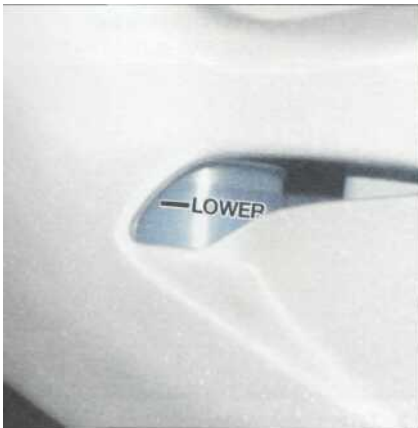


**5** Top up with new clean hydraulic fluid of the recommended type, until the level is above the "LOWER" level line. Take care to avoid spills (see Warning above).



**6** Ensure that the diaphragm is correctly seated before installing the plate and cover or cap. On YZF models, secure the cap with its clamp.

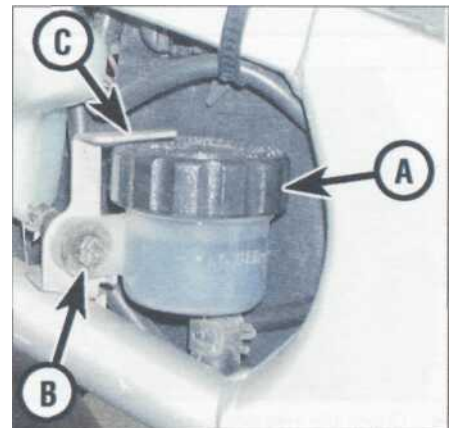
### REAR BRAKE FLUID LEVEL



**7** On YZF models, the rear brake fluid level is visible through the cutout in the right-hand side cover - it must be above "LOWER" level line.



**8** On FZS models, remove the right-hand side cover (see Chapter 8, Section 3) - the rear brake fluid level is visible through the reservoir body - it must be above "LOWER" level line.



**9** If the level is below the "LOWER" level line, on YZF models remove the right-hand side cover (see Chapter 8, Section 3), then slacken the reservoir cap (A) and remove the mounting screw (B), and displace the reservoir so that it is clear of the clamp (C).



**4** A To replenish the fluid, unscrew the reservoir cap and remove the diaphragm plate and diaphragm. Top up with new clean hydraulic fluid of the recommended type, until the level is above the lower mark. Take care to avoid spills (see Warning above).



**1** H Ensure that the diaphragm is correctly seated before installing the plate and cap. Tighten the cap securely. On YZF models, locate the reservoir and tighten its screw securely. Install the side cover (see Chapter 8).

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## 4 Tyre checks

### The correct pressures

- The tyres must be checked when **cold**, not immediately after riding. Note that low tyre pressures may cause the tyre to slip on the rim or come off. High tyre pressures will cause abnormal tread wear and unsafe handling.
- Use an accurate pressure gauge.
- Proper air pressure will increase tyre life and provide maximum stability and ride comfort.

### Tyre care

- Check the tyres carefully for cuts, tears, embedded nails or other sharp objects and excessive wear. Operation of the motorcycle with excessively worn tyres is extremely hazardous, as traction and handling are directly affected.
- Check the condition of the tyre valve and ensure the dust cap is in place.

- Pick out any stones or nails which may have become embedded in the tyre tread. If left, they will eventually penetrate through the casing and cause a puncture.
- If tyre damage is apparent, or unexplained loss of pressure is experienced, seek the advice of a tyre fitting specialist without delay.

<i>YZF models</i>		
Loading/speed	Front	Rear
Rider only	32 psi (2.2 Bar)	36 psi (2.5 Bar)
Rider and passenger, or high speed riding	36 psi (2.5 Bar)	41 psi (2.8 Bar)
<i>FZS models</i>		
Loading/speed	Front	Rear
Rider only	32 psi (2.2 Bar)	36 psi (2.5 Bar)
Rider and passenger, or high speed riding	32 psi (2.2 Bar)	40 psi (2.8 Bar)

### Tyre tread depth

- At the time of writing, UK law requires that tread depth must be at least 1 mm over 3/4 of the tread breadth all the way around the tyre, with no bald patches. Many riders, however, consider 2 mm tread depth minimum to be a safer limit. Yamaha recommend a minimum of 1.6 mm.
- Many tyres now incorporate wear indicators in the tread. Identify the triangular pointer or "TWI" mark on the tyre sidewall to locate the indicator bar and replace the tyre if the tread has worn down to the bar.



**1** Check the tyre pressures when the tyres are **cold** and keep them properly inflated.



**2** Measure tread depth at the centre of the tyre using a tread depth gauge.



Tyre tread wear indicator bar and its location marking (usually either an arrow, a triangle or the letters TWI) on the sidewall (arrowed).

## 5 Suspension, steering and final drive checks

### Suspension and Steering

- Check that the front and rear suspension operates smoothly without binding.
- Check that the suspension is adjusted as required.
- Check that the steering moves smoothly from lock-to-lock.

### Final drive

- Check that the drive chain slack isn't excessive, and adjust if necessary (see Chapter 1).
- If the chain looks dry, lubricate it (see Chapter 1).

## 6 Legal and safety checks

### Lighting and signalling

- Take a minute to check that the headlight, taillight, brake light, instrument lights and turn signals all work correctly.
- Check that the horn sounds when the switch is operated.
- A working speedometer graduated in mph is a statutory requirement in the UK.

### Safety

- Check that the throttle grip rotates smoothly, and snaps shut when released, in all steering positions. Also check for the correct amount of freeplay (see Chapter 1).
- Check that the engine shuts off when the kill switch is operated.
- Check that sidestand and centrestand (where fitted) return springs hold the stand securely up when retracted.

### Fuel

- This may seem obvious, but check that you have enough fuel to complete your journey. If you notice signs of fuel leakage - rectify the cause immediately.
- Ensure you use the correct grade fuel - see Chapter 4 Specifications.