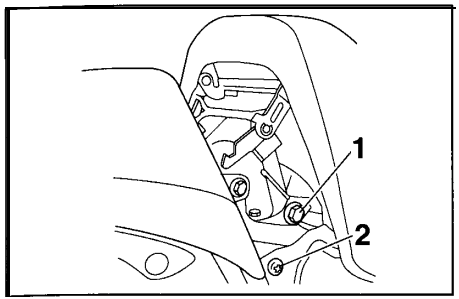
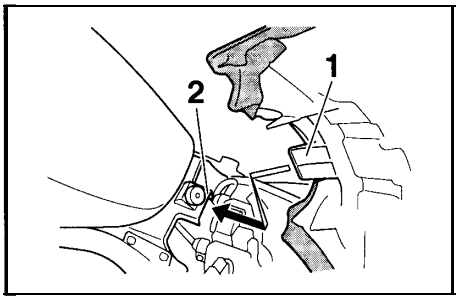


1. Bolt (x 2)
2. Screw (x 2)

2. Remove the bolts and screws, and then pull the rider seat off.



1. Projection
2. Seat holder

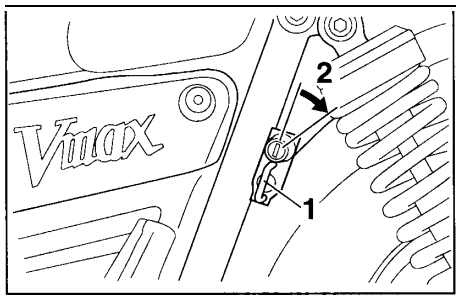
To install the rider seat

1. Insert the projection on the front of the rider seat into the seat holder as shown.
2. Place the rider seat in the original position, and then tighten the bolts and screws.

NOTE:

Make sure that the seat is properly secured before riding.

3. Return the rider seat backrest to the original position.



1. Helmet holder
2. Open

EAU00260

Helmet holder

To open the helmet holder, insert the key into the lock, and then turn the key as shown.

To lock the helmet holder, place it in the original position, and then remove the key.

EW000030

⚠ WARNING

Never ride with a helmet attached to the helmet holder, since the helmet may hit objects, causing loss of control and possibly an accident.

EAU03414

Adjusting the front fork

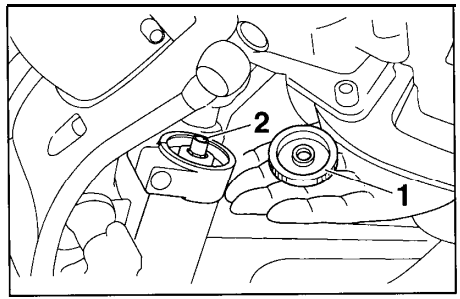
This front fork is equipped with air valves for adjusting the spring rate.

EW000035

⚠ WARNING

Always adjust both fork legs equally, otherwise poor handling and loss of stability may result.

3



1. Air valve cap
2. Air valve

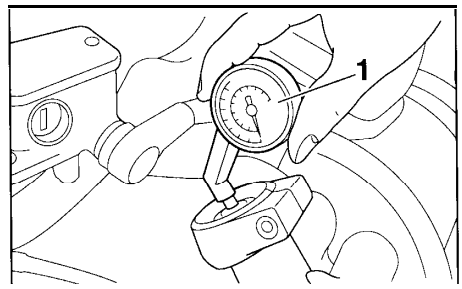
Adjust the spring rate as follows.

1. Elevate the front wheel by placing the motorcycle on the centerstand.

NOTE:

When checking and adjusting the air pressure, there should be no weight on the front end of the motorcycle.

2. Remove the air valve cap from each fork leg.



1. Air pressure gauge

3. Check the air pressure in each fork leg with an air pressure gauge.

NOTE:

An optional air pressure gauge is available at a Yamaha dealer.

4. To increase the spring rate and thereby harden the suspension, increase the air pressure with an air pump or compressed air. To decrease the spring rate and thereby soften the suspension, decrease the air pressure by pushing each valve stem down.

Spring rate:
Minimum/standard (soft):
Air pressure =
40 kPa (0.4 kgf/cm², 5.7 psi)
Maximum (hard):
Air pressure =
100 kPa (1.0 kgf/cm², 14 psi)

EC000012

CAUTION:

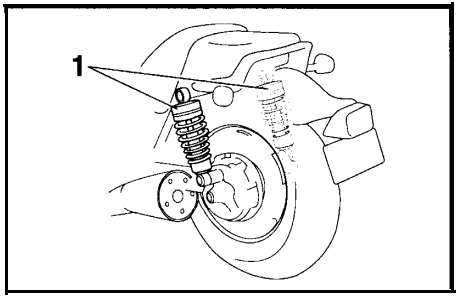
Never exceed the maximum air pressure, otherwise the front fork oil seals may become damaged.

EWA00037

⚠ WARNING

There must be no difference in air pressure between the left and right fork legs, otherwise poor handling and loss of stability may result.

5. Securely install the air valve caps.



1. Shock absorber assembly (x 2)

Adjusting the shock absorber assemblies

Both shock absorber assemblies are equipped with a spring preload adjusting ring and a damping force adjusting knob.

EC00001 5

CAUTION:

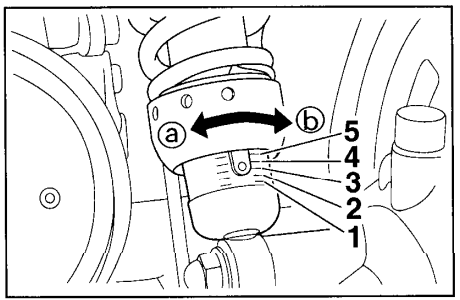
Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.

EW000040

⚠ WARNING

Always adjust both shock absorber assemblies equally, otherwise poor handling and loss of stability may result.

3



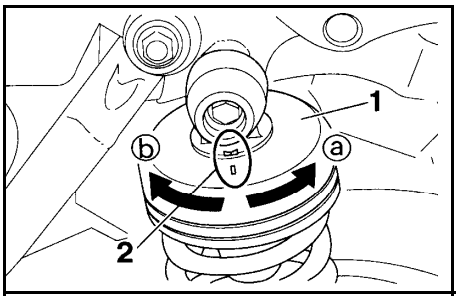
Spring preload

To increase the spring preload and thereby harden the suspension, turn the adjusting ring on each shock absorber assembly in direction a To decrease the spring preload and thereby soften the suspension, turn the adjusting ring on each shock absorber assembly in direction b

NOTE:

- Align the bottom edge of the adjusting ring with the appropriate setting on the shock absorber.
- Use the special wrench included in the owner's tool kit to make this adjustment.

Spring preload:
Minimum (soft): 1
Standard: 1
Maximum (hard): 5



1. Damping force adjusting knob
2. Position indicator

Damping force

To increase the damping force and thereby harden the damping, turn the adjusting knob on each shock absorber assembly in direction a To decrease the damping force and thereby soften the damping, turn the adjusting knob on each shock absorber assembly in direction b

NOTE:

Align the appropriate setting on the adjusting knob with the position indicator on the shock absorber.

Damping force:
- Minimum (soft): 1
- Standard: 1
- Maximum (hard): 4

658

Matching the front and rear suspension settings

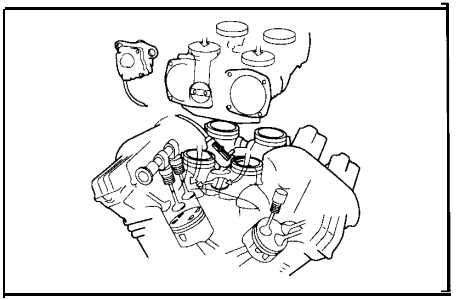
Use this table as a guide to match the suspension and damping adjustments of the front fork and shock absorber assembly according to various load conditions.

Load condition	Front fork adjustment	Shock absorber assembly adjustment	
	Spring preload (air pressure)	Spring preload	Damping force
Rider only	40-60 kPa 0.4-0.6 kgf/cm² 5.7-8.5 psi	I-2	I-2
With passenger or with accessories and equipment	40-100 kPa 0.4-I.0 kgf/cm² 5.7-14 psi	3-5	2-4
With passenger, accessories and equipment	40-100 kPa 0.4-I.0 kgf/cm² 5.7-14 psi	5	4

EC000015

CAUTION:

Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.



EAU00327

V-Boost

The V-Boost is a vital part of the engine and requires very sophisticated adjustment. Adjustment should be left to a Yamaha dealer who has the professional knowledge and experience to do so.

EC000025

CAUTION:

The V-Boost was set at the Yamaha factory after many tests. If the settings are changed by someone without sufficient technical knowledge, poor engine performance and damage may result.

The V-Boost operation can be heard when the main switch is turned on.

EC000026

CAUTION:

If the V-Boost does not operate, ask a Yamaha dealer to inspect it.

EAU00330

Sidestand

The sidestand is located on the left side of the frame. Raise the sidestand or lower it with your foot while holding the motorcycle upright.

NOTE:

The built-in sidestand switch is part of the ignition circuit cut-off system, which cuts the ignition in certain situations. (See further down for an explanation of the ignition circuit cut-off system.)

⚠ WARNING

The motorcycle must not be ridden with the sidestand down, or if the sidestand cannot be properly moved up (or does not stay up), otherwise the sidestand could contact the ground and distract the operator, resulting in a possible loss of control. Yamaha's ignition circuit cut-off system has been designed to assist the operator in fulfilling the responsibility of raising the sidestand before starting off. Therefore, check this system regularly as described below and have a Yamaha dealer repair it if it does not function properly.

EAU00332

Ignition circuit cut-off system

The ignition circuit cut-off system (comprising the sidestand switch, clutch switch and neutral switch) has the following functions.

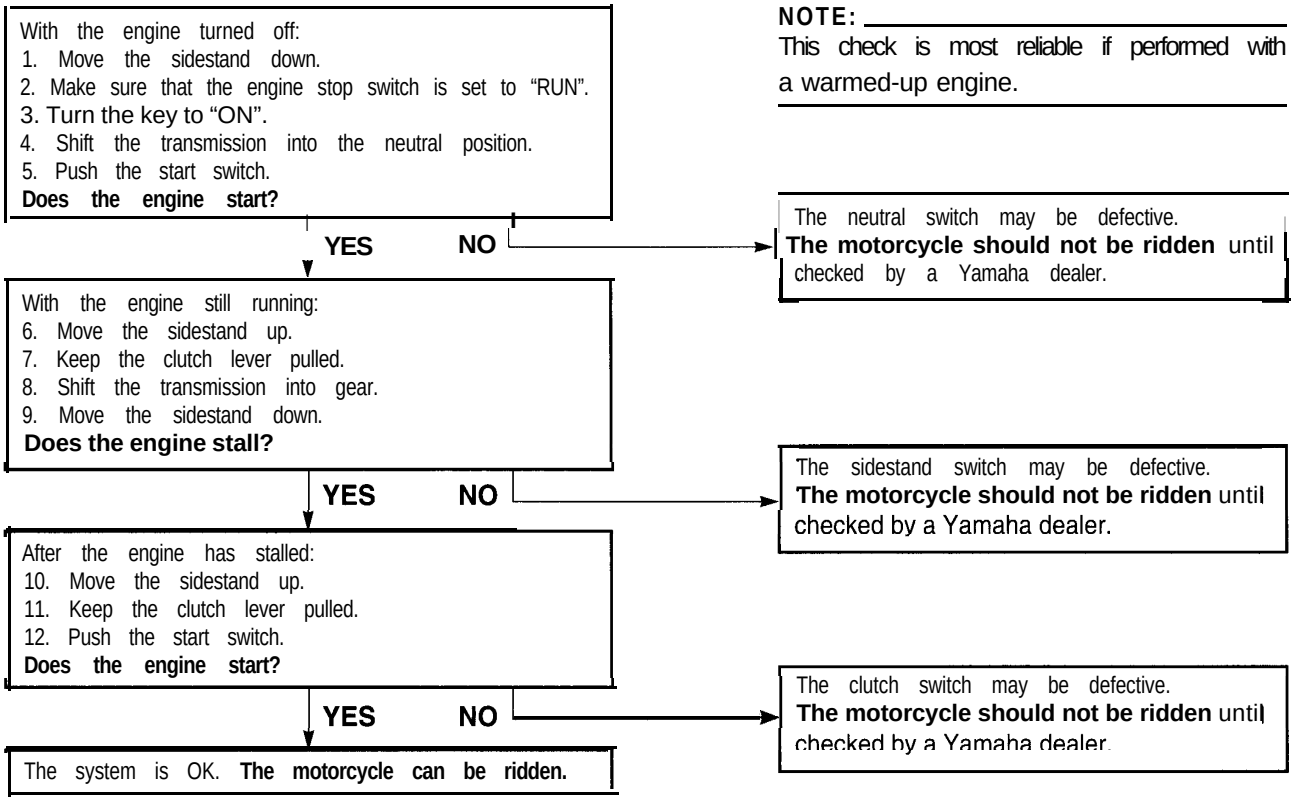
- It prevents starting when the transmission is in gear and the sidestand is up, but the clutch lever is not pulled.
- It prevents starting when the transmission is in gear and the clutch lever is pulled, but the sidestand is still down.
- It cuts the running engine when the sidestand is moved down.

Periodically check the operation of the ignition circuit cut-off system according to the following procedure.

EW000046

⚠ WARNING

- **The vehicle must be placed on the centerstand during this inspection.**
- **If a malfunction is noted, have a Yamaha dealer check the system before riding.**



NOTE:
This check is most reliable if performed with a warmed-up engine.

3