









# **YAMAHA**

## **SERVICE MANUAL**



**G9-AJ/EJ**  
**G9-AG/AH**  
**G9-EG/EH1**  
**G9-EH2**  
**G2-A/E**

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**GEN  
INFO 1**



**SPEC 2**



**INSP  
ADJ 3**



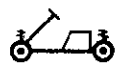
**ENG 4**



**CARB 5**



**POWR  
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**CHAS 7**



**ELEC 8**



**TRBL  
SHTG 9**

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<b>SPEC</b> <span style="font-size: 2em; font-weight: bold;">2</span>

<b>INSP ADJ</b> <span style="font-size: 2em; font-weight: bold;">3</span>

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<b>CARB</b> <span style="font-size: 2em; font-weight: bold;">5</span>

<b>POWR TR</b> <span style="font-size: 2em; font-weight: bold;">6</span>

<b>CHAS</b> <span style="font-size: 2em; font-weight: bold;">7</span>

<b>ELEC</b> <span style="font-size: 2em; font-weight: bold;">8</span>
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<b>TRBL SHTG</b> <span style="font-size: 2em; font-weight: bold;">9</span>



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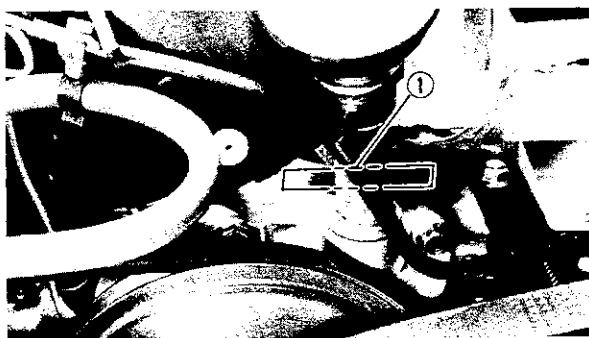
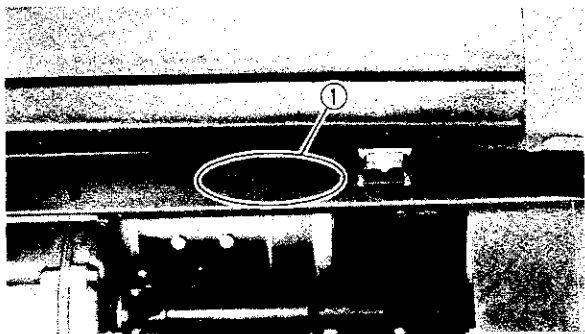
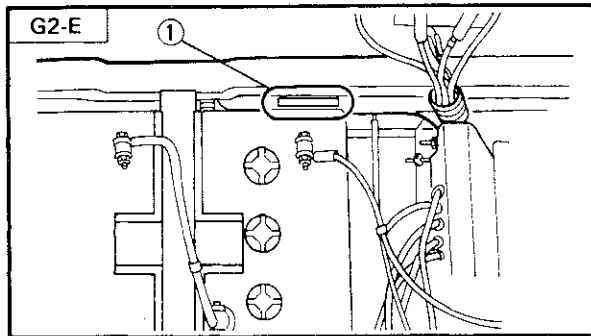
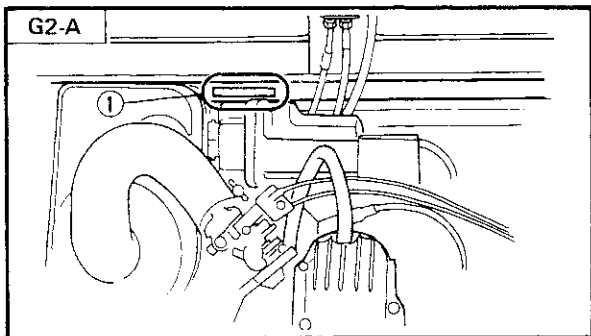
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## GENERAL INFORMATION

### CAR IDENTIFICATION

#### FRAME SERIAL NUMBER

The frame serial number ① is located on the rectangular pipe under the operator's seat, or on the right hand side of the rectangular pipe by the rear bumper.

**1**

Starting Serial Number:	
G2-A .....	J38-000101
	JA2-000101
	J55-000101
G2-E .....	J41-000101
	JE2-000101
	J56-000101

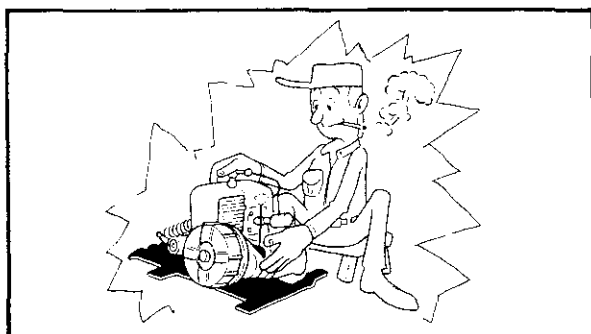
**NOTE:** \_\_\_\_\_  
The first three digits of these numbers are for model identifications; the remaining digits are the unit production number.

#### ENGINE SERIAL NUMBER

The engine serial number ① is located on the left-hand side of crank case.

Starting Serial Number:	
G2-A .....	J38-000101
	JA2-000101
	J55-000101

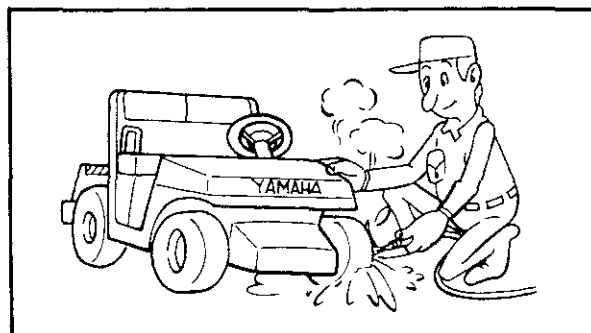
**NOTE:** \_\_\_\_\_  
Designs and specifications are subject to change without notice.



**IMPORTANT INFORMATION**

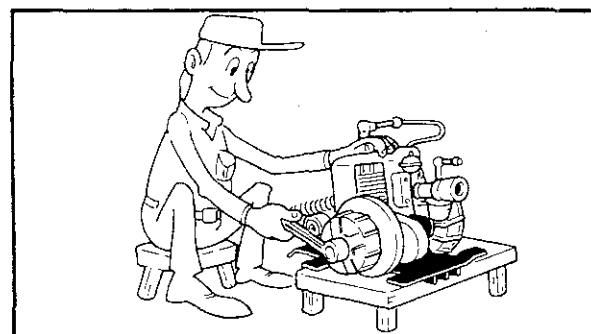
**NO FLAME SOURCES**

1. Avoid any flame sources in the service shop.



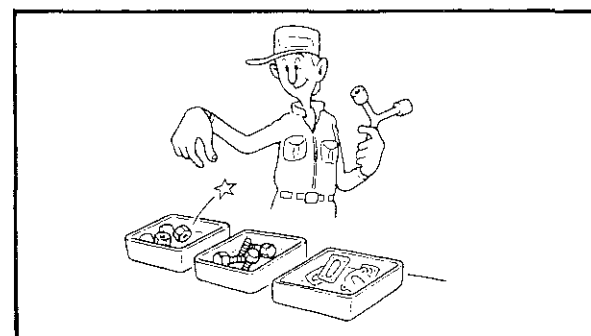
**WASHING AND CLEANING**

1. Thoroughly clean the exterior of the car body and engine. While cleaning, take care to protect the electrical parts, such as relay switches, motor, resistors, controllers, etc., from high pressure water splashes.



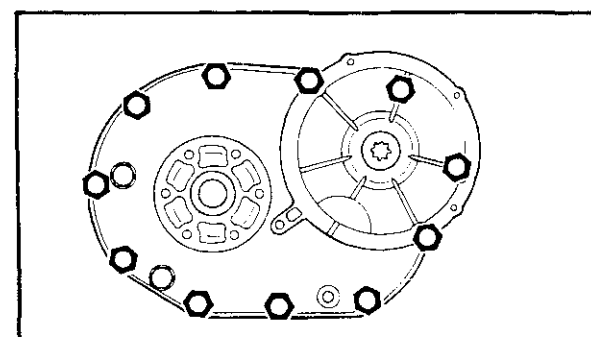
**RIGHT TOOLS**

1. Be sure to use the right special tool for the right part in order to protect the part from damage. Always use the right tool and the right instrument.



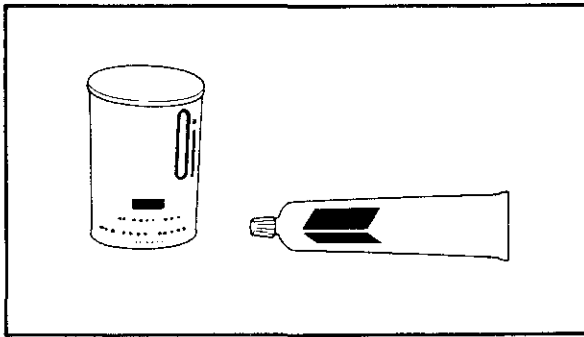
**MAKING IT NEAT**

1. Keep the removed parts separately in groups so that they will not be misplaced or confused.



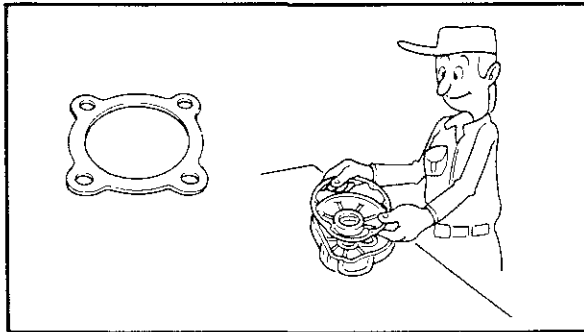
**TIGHTENING TORQUE**

1. Be sure to keep to tightening torque specifications. When tightening bolts, nuts, and screws, start with a larger-diameter one and from an inner-positioned one to an outer-positioned one in a criss-cross pattern. Refer to CHAPTER 2. "TIGHTENING TORQUE".



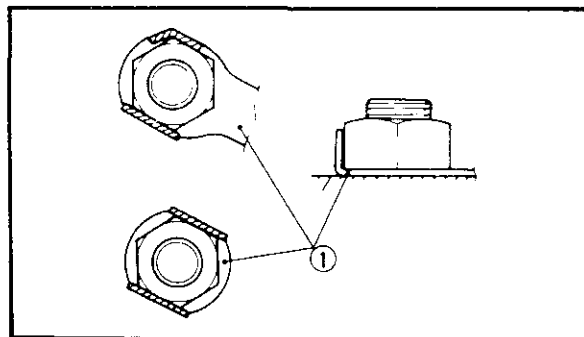
**ALL REPLACEMENT PARTS**

1. We recommend you use Yamaha genuine parts for all replacements. Use oil and/or grease recommended by Yamaha for assembly and adjustment.



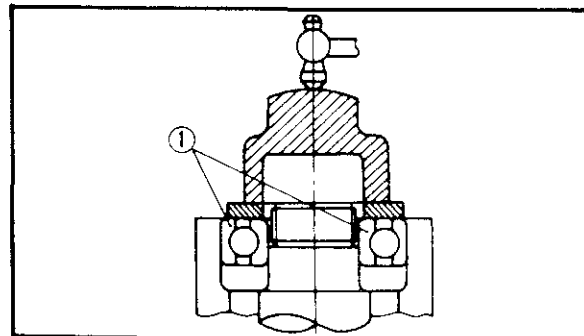
**GASKETS, OIL SEALS, AND O-RINGS**

1. All gaskets, seals, and O-rings should be replaced when an engine is overhauled. All gasket surfaces, oil seal lips, and O-rings must be cleaned.



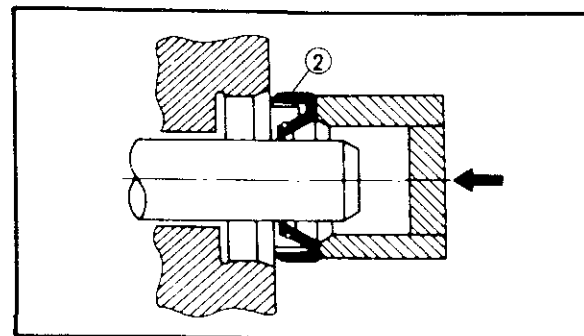
**LOCK WASHERS/PLATES AND COTTER PINS**

1. All lock washers/plates ① and cotter pins must be replaced when they are removed. Lock tab(s) should be bent along the bolt or nut flat(s) after the bolt or nut has been properly tightened.

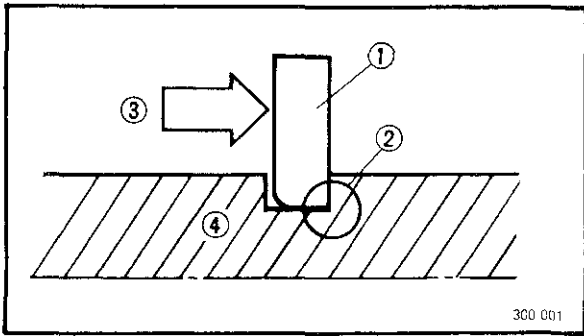


**BEARINGS AND OIL SEALS**

1. Install the bearing(s) ① and oil seal(s) ② with their manufacturer's marks or numbers facing outward. (In other words, the stamped letters must be on the side exposed to view.) When installing oil seal(s), apply a light coating of light-weight lithium base grease to the seal lip(s). Oil the bearings liberally when installing.



**⚠ CAUTION:**  
Do not use compressed air to spin the bearings dry. This causes damage to the bearing surfaces.

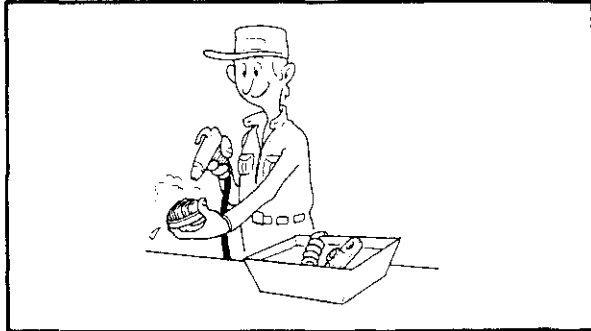


**CIRCLIPS**

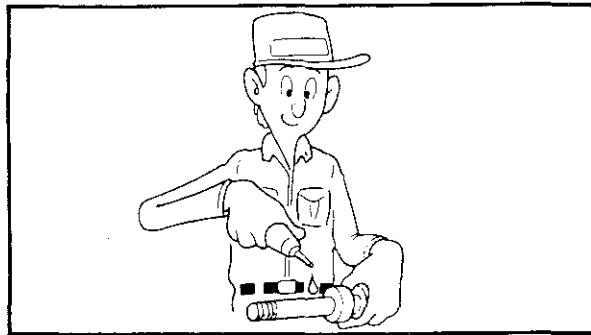
1. All circlips should be inspected carefully before reassembly. Always replace piston pin clips after one use. Replace distorted circlips. When installing a circlip ①, make sure that the sharp-edged corner ② is positioned opposite to the thrust ③ it receives. See the sectional view.

④ Shaft

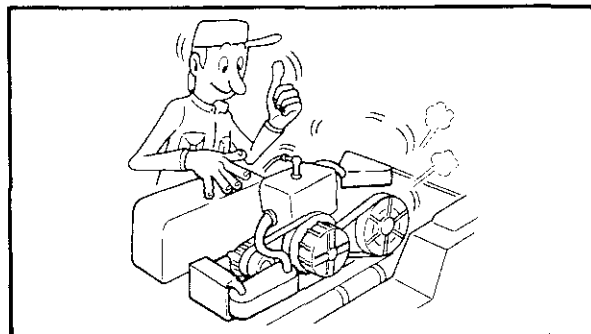
**NOTES ON DISASSEMBLY AND ASSEMBLY**



1. Parts should be cleaned and blown off with compressed air whenever they are disassembled.



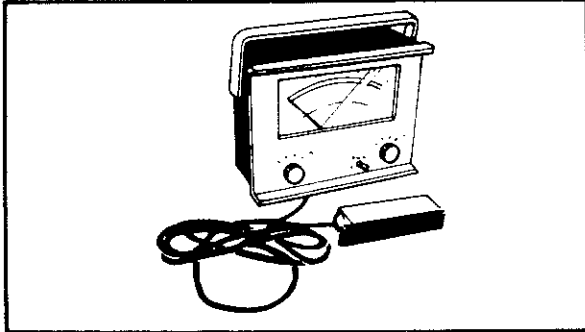
2. Contact surfaces of moving parts should be oiled when they are assembled. Apply grease to the oil seal lips.



3. After assembling, make sure each of the moving parts operates normally.

## SPECIAL TOOLS

The proper special tools are necessary for complete and accurate tune-up and assembly. Using the correct special tool will help prevent damage caused by the use of improper tools or improvised techniques.

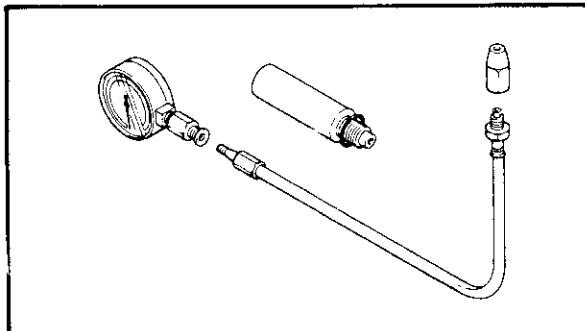


### FOR TUNE UP

1. Inductive Tachometer

P/N YU-08036, 90890-03113

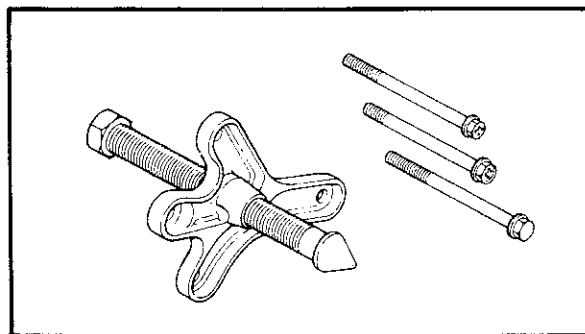
This tool is needed for detecting engine rpm.



2. Compression Gauge

P/N YU-33223, 90890-03081

This gauge is used to measure the engine compression.

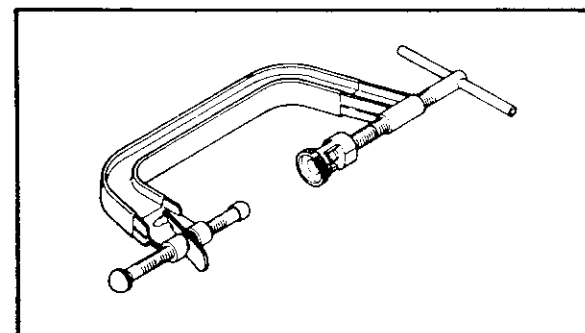


### FOR ENGINE SERVICE

1. Heavy-Duty Universal Puller

P/N YU-33270, 90890-01362

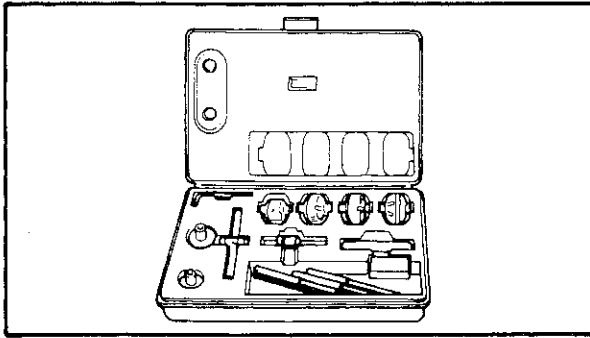
This tool is used to remove the flywheel.



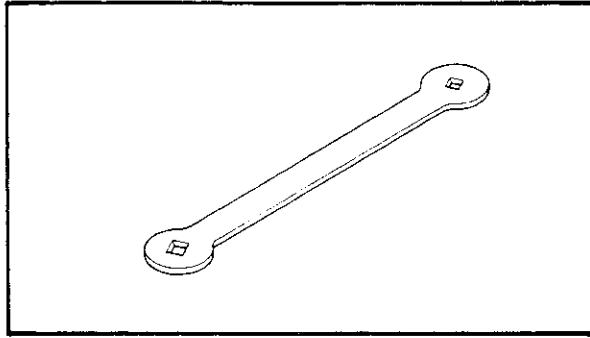
2. Valve Spring Compressor

P/N YM-04019, 90890-01253

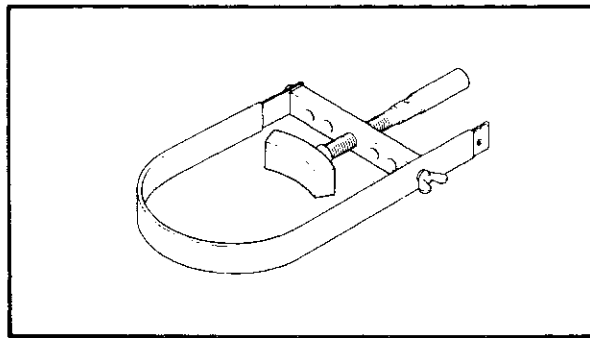
This tool is needed to remove and install the valve assemblies.



3. Valve Seat Cutter Set  
P/N YM-91043  
This tool is used to resurface the valve seat.

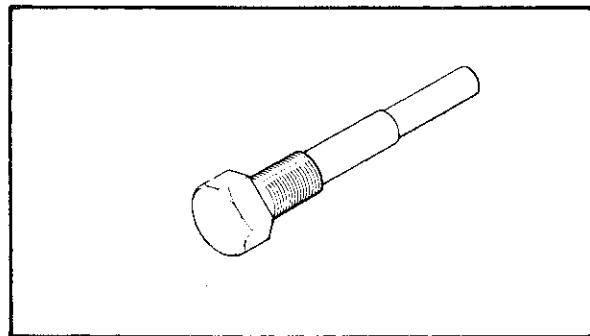


4. Valve Adjuster  
P/N YM-08035, 90890-01311  
This tool is used to adjust the valve clearance.

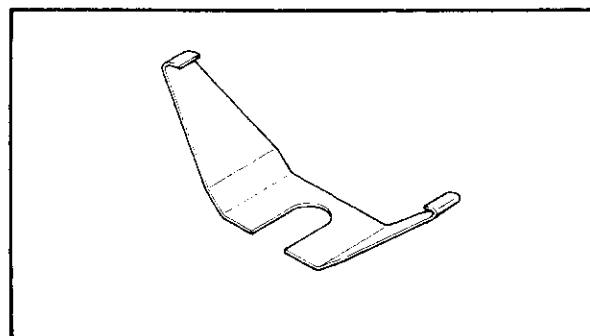


#### FOR POWER TRAIN

1. Primary Sheave Holder  
P/N YS-01880, 90890-01701  
This tool is used to hold the primary sheave when removing or installing the primary sheave securing bolt.



2. Primary Sheave Puller  
P/N YG-01876, 90890-01876  
This tool is used for removing the primary sheave.



3. Secondary Sheave Holder  
P/N YG-40103, 90890-01705  
This tool is used to compress the sheave spring when removing or installing the secondary sheave securing nut.



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