



FZ6-SS FZ6-SSC

SERVICE MANUAL

NOTICE

This manual was produced by the Yamaha Motor Company, Ltd. primarily for use by Yamaha dealers and their qualified mechanics. It is not possible to include all the knowledge of a mechanic in one manual. Therefore, anyone who uses this book to perform maintenance and repairs on Yamaha vehicles should have a basic understanding of mechanics and the techniques to repair these types of vehicles. Repair and maintenance work attempted by anyone without this knowledge is likely to render the vehicle unsafe and unfit for use.

This model has been designed and manufactured to perform within certain specifications in regard to performance and emissions. Proper service with the correct tools is necessary to ensure that the vehicle will operate as designed. If there is any question about a service procedure, it is imperative that you contact a Yamaha dealer for any service information changes that apply to this model. This policy is intended to provide the customer with the most satisfaction from his vehicle and to conform to federal environmental quality objectives.

Yamaha Motor Company, Ltd. is continually striving to improve all of its models. Modifications and significant changes in specifications or procedures will be forwarded to all authorized Yamaha dealers and will appear in future editions of this manual where applicable.

NOTE:

- This Service Manual contains information regarding periodic maintenance to the emission control system. Please read this material carefully.
- Designs and specifications are subject to change without notice.

IMPORTANT MANUAL INFORMATION

Particularly important information is distinguished in this manual by the following.



The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!



Failure to follow WARNING instructions could result in severe injury or death to the motorcycle operator, a bystander or a person checking or repairing the motorcycle.

CAUTION:

A CAUTION indicates special precautions that must be taken to avoid damage to the motorcycle.

NOTE:

A NOTE provides key information to make procedures easier or clearer.

HOW TO USE THIS MANUAL

This manual is intended as a handy, easy-to-read reference book for the mechanic. Comprehensive explanations of all installation, removal, disassembly, assembly, repair and check procedures are laid out with the individual steps in sequential order.

- ① The manual is divided into chapters. An abbreviation and symbol in the upper right corner of each page indicate the current chapter. Refer to “SYMBOLS”.
- ② Each chapter is divided into sections. The current section title is shown at the top of each page, except in Chapter 3 (“PERIODIC CHECKS AND ADJUSTMENTS”), where the sub-section title(s) appears.
- ③ Sub-section titles appear in smaller print than the section title.
- ④ To help identify parts and clarify procedure steps, there are exploded diagrams at the start of each removal and disassembly section.
- ⑤ Numbers are given in the order of the jobs in the exploded diagram. A circled number indicates a disassembly step.
- ⑥ Symbols indicate parts to be lubricated or replaced. Refer to “SYMBOLS”.
- ⑦ A job instruction chart accompanies the exploded diagram, providing the order of jobs, names of parts, notes in jobs, etc.
- ⑧ Jobs requiring more information (such as special tools and technical data) are described sequentially.

②
①

CLUTCH
ENG

CLUTCH CLUTCH COVER

Order	Job/Part	Qty	Remarks
Removing the clutch cover			
	Engine oil		Removing the parts in the order listed. Drain. Refer to “CHANGING THE ENGINE OIL” in chapter 3.
	Coolant		Drain. Refer to “CHANGING THE COOLANT” in chapter 3.
1	Coolant hose	1	Disconnect.
2	Clutch cable	1	Disconnect.
3	Clutch cover	1	
4	Clutch cover gasket	1	
5	Dowel pin	2	
For installation, reverse the removal procedure.			

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CLUTCH
ENG

REMOVING THE CLUTCH

1. Remove:
• clutch cover ①
• gasket

NOTE:
Loosen each bolt 1/4 of a turn at a time, in stages and in a criss-cross pattern. After all of the bolts are fully loosened, remove them.

2. Remove:
• compression spring bolts ①
• compression springs
• pressure plate ②
• pull rod ③
• friction plates
• clutch plates

3. Straighten the lock washer tab.

4. Loosen:
• clutch boss nut ①

NOTE:
While holding the clutch boss ② with the universal clutch holder, loosen the clutch boss nut.








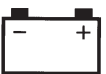




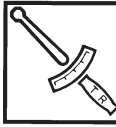










Universal clutch holder
 90890-04086, YM-91042

5. Remove:
• clutch boss nut ①
• lock washer ②
• clutch boss ③
• thrust plate ④

CHECKING THE FRICTION PLATES
The following procedure applies to all of the friction plates.

1. Check:
• friction plate
Damage/wear → Replace the friction plates as a set.

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① GEN INFO 	② SPEC 	
③ CHK ADJ 	④ CHAS 	
⑤ ENG 	⑥ COOL 	
⑦ FI 	⑧ ELEC 	
⑨ TRBL SHTG ?	⑩ 	
⑪ 	⑫ 	
⑬ 	⑭ 	
⑮ 	⑯ 	⑰ 
⑱ 	⑲ 	⑳ 
㉑ 	㉒ 	㉓ 
㉔ 	㉕ New	

SYMBOLS

The following symbols are not relevant to every vehicle.

Symbols ① to ⑨ indicate the subject of each chapter.

- ① General information
- ② Specifications
- ③ Periodic checks and adjustments
- ④ Chassis
- ⑤ Engine
- ⑥ Cooling system
- ⑦ Fuel injection system
- ⑧ Electrical system
- ⑨ Troubleshooting

Symbols ⑩ to ⑰ indicate the following.

- ⑩ Serviceable with engine mounted
- ⑪ Filling fluid
- ⑫ Lubricant
- ⑬ Special tool
- ⑭ Tightening torque
- ⑮ Wear limit, clearance
- ⑯ Engine speed
- ⑰ Electrical data










Symbols ⑱ to ㉓ in the exploded diagrams indicate the types of lubricants and lubrication points.

- ⑱ Engine oil
- ⑲ Gear oil
- ⑳ Molybdenum-disulfide oil
- ㉑ Wheel-bearing grease
- ㉒ Lithium-soap-based grease
- ㉓ Molybdenum-disulfide grease

Symbols ㉔ to ㉕ in the exploded diagrams indicate the following.

- ㉔ Apply locking agent (LOCTITE®)
- ㉕ Replace the part

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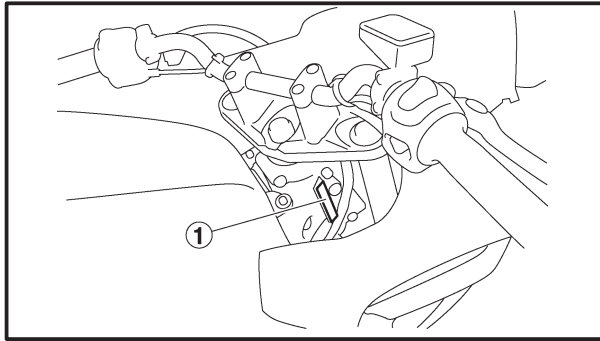
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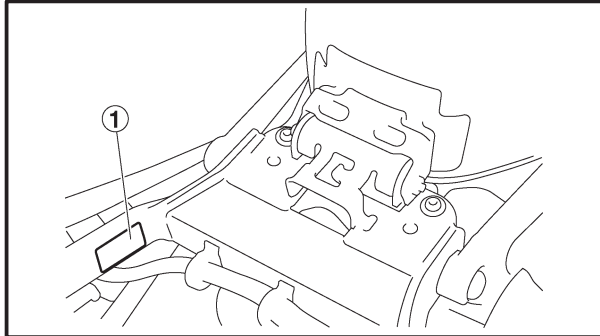
GENERAL INFORMATION MOTORCYCLE IDENTIFICATION

EAS00017

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number ① is stamped into the right side of the steering head pipe.

1



EAS00018

MODEL LABEL

The model label ① is affixed to the frame. This information will be needed to order spare parts.

EAS00896

FEATURES

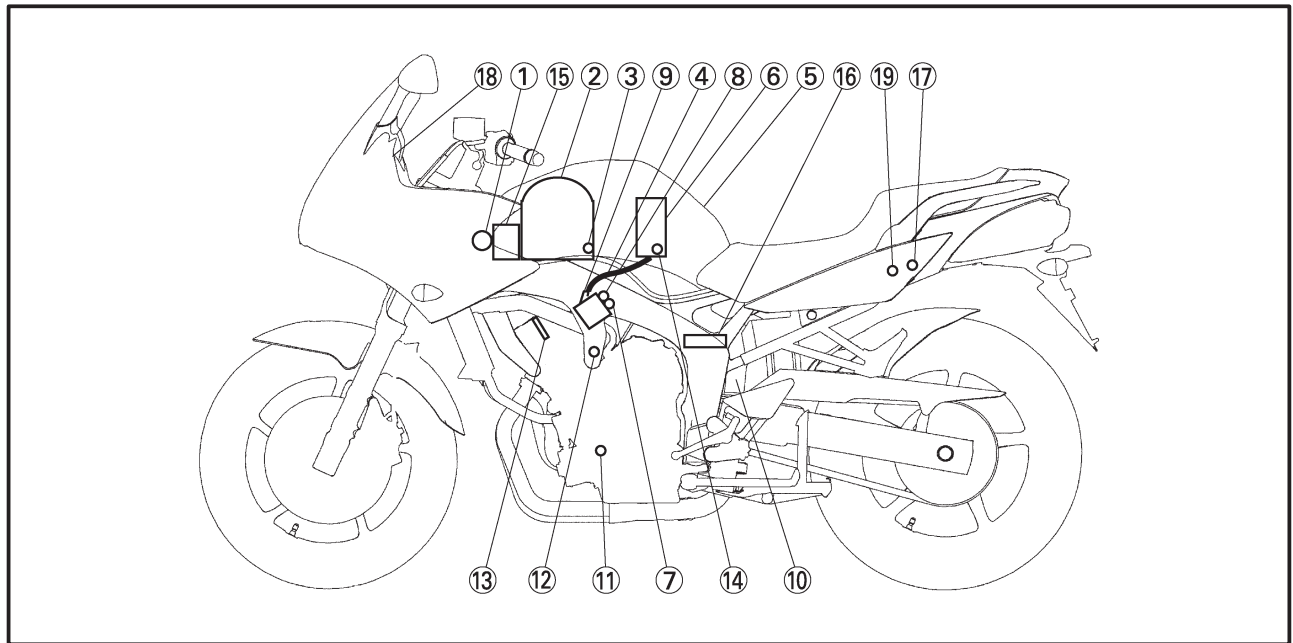
OUTLINE OF FI SYSTEM

The main function of a fuel supply system is to provide fuel to the combustion chamber at the optimum air-fuel ratio in accordance with the engine operating conditions and the atmospheric temperature. In the conventional carburetor system, the air-fuel ratio of the mixture that is supplied to the combustion chamber is created by the volume of the intake air and the fuel that is metered by the jet used in the respective carburetor.

Despite the same volume of intake air, the fuel volume requirement varies by the engine operating conditions, such as acceleration, deceleration, or operating under a heavy load. Carburetors that meter the fuel through the use of jets have been provided with various auxiliary devices, so that an optimum air-fuel ratio can be achieved to accommodate the constant changes in the operating conditions of the engine.

As the requirements for the engine to deliver more performance and cleaner exhaust gases increase, it becomes necessary to control the air-fuel ratio in a more precise and finely tuned manner. To accommodate this need, this model has adopted an electronically controlled fuel injection (FI) system, in place of the conventional carburetor system. This system can achieve an optimum air-fuel ratio required by the engine at all times by using a microprocessor that regulates the fuel injection volume according to the engine operating conditions detected by various sensors.

The adoption of the FI system has resulted in a highly precise fuel supply, improved engine response, better fuel economy, and reduced exhaust emissions. Furthermore, the air induction system (AI system) has been placed under computer control together with the FI system in order to realize cleaner exhaust gases.



- | | | | |
|---------------------------------|------------------------------|-------------------------------|--------------------------------|
| ① Ignition coil | ⑦ Intake air pressure sensor | ⑫ Coolant temperature sensor | ⑱ Engine trouble warning light |
| ② Air filter case | ⑧ Throttle position sensor | ⑬ Spark plug | ⑲ Lean angle cut-off switch |
| ③ Intake air temperature sensor | ⑨ Fuel injector | ⑭ Pressure regulator | |
| ④ Fuel delivery hose | ⑩ Catalytic converter | ⑮ Battery | |
| ⑤ Fuel tank | ⑪ Crankshaft position sensor | ⑯ ECU | |
| ⑥ Fuel pump | | ⑰ Fuel injection system relay | |

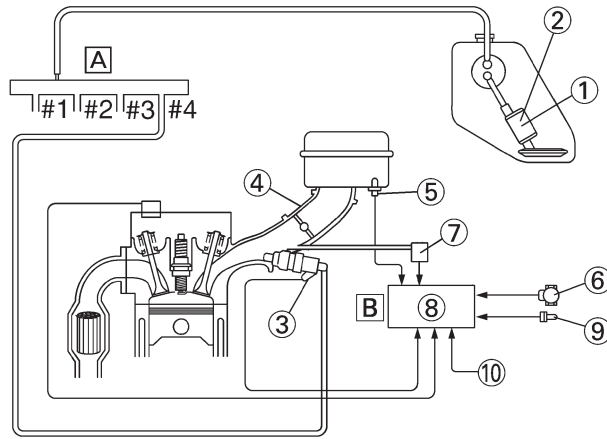
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FI SYSTEM

The fuel pump delivers fuel to the injector via the fuel filter. The pressure regulator maintains the fuel pressure that is applied to the injector at only 250 kPa (2.5 kg/cm²). Accordingly, when the energizing signal from the ECU energizes the injector, the fuel passage opens, causing the fuel to be injected into the intake manifold only during the time the passage remains open. Therefore, the longer the length of time the injector is energized (injection duration), the greater the volume of fuel that is supplied. Conversely, the shorter the length of time the injector is energized (injection duration), the lesser the volume of fuel that is supplied.

The injection duration and the injection timing are controlled by the ECU. Signals that are input from the throttle position sensor, crankshaft position sensor, intake air pressure sensor, intake temperature sensor and coolant temperature sensor enable the ECU to determine the injection duration. The injection timing is determined through the signals from the crankshaft position sensor. As a result, the volume of fuel that is required by the engine can be supplied at all times in accordance with the driving conditions.

Illustration is for reference only.



- ① Fuel pump
- ② Pressure regulator
- ③ Fuel injector
- ④ Throttle body
- ⑤ Intake air temperature sensor
- ⑥ Throttle position sensor
- ⑦ Intake air pressure sensor
- ⑧ ECU
- ⑨ Coolant temperature sensor
- ⑩ Crankshaft position sensor
- A Fuel system
- B Control system

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