

# **YAMAHA**

## **JT1-JT2**



### **SERIES**

# **ASSEMBLY MANUAL**

LIT 11662-88-72

## Introduction

The individual who prepares a Yamaha motorcycle for delivery has the responsibility of being an important link between the factory and the customer. The satisfaction that the customer will receive from his Yamaha, both initially and over the life of the machine, is very much dependent on the care with which the set-up procedure is performed.

As the one doing the work, you should be aware of this responsibility. The degree of care that you take in doing the job will reflect on you, the dealer, and the factory. A properly set up Yamaha will give many miles of satisfaction to the owner and is important to future sales and service business. On the other hand, a poorly prepared machine is sure to result in a dissatisfied customer and possibly extra work due to the need for subsequent re-doing of portions of the job.

Follow the procedures in this manual in the order in which they are presented. Don't skip around and perform them out of sequence, and don't omit any of them. They are all essential to a well-done job.

Remember, this initial set-up is the most important servicing the motorcycle will ever receive.

Service Department  
Yamaha International Corporation  
Buena Park, California 90620

### **JT1/JT2 SERIES ASSEMBLY MANUAL**

1st Printing  
July, 1972

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Yamaha Int'l. Corp.,  
Buena Park, Calif.

JT1/JT2 SRS ASSY MNL    P/N LIT 11662-88-72

# Table of Contents

|                                                             | Page |
|-------------------------------------------------------------|------|
| <b>Section I — Unpacking The Motorcycle</b>                 |      |
| A. Opening the Carton . . . . .                             | 1    |
| B. Checking for Damage and Shortages . . . . .              | 2    |
| <b>Section II — Assembling The Motorcycle</b>               |      |
| A. Installing the Handlebars . . . . .                      | 3    |
| B. Installing the Front Fender . . . . .                    | 4    |
| C. Installing the Front Wheel . . . . .                     | 5    |
| D. Installing the Footrests . . . . .                       | 7    |
| E. Installing the Transmission Change Pedal . . . . .       | 7    |
| F. Attaching the Brake Cable to the Front Brake . . . . .   | 8    |
| G. Securing Clutch and Brake Cables to the Levers . . . . . | 8    |
| H. Installing the Rear Brake Rod . . . . .                  | 9    |
| I. Installing the Tail Light . . . . .                      | 10   |
| J. Connecting Wiring . . . . .                              | 11   |
| K. Connecting the Throttle Control . . . . .                | 12   |
| <b>Section III — Adjusting Components</b>                   |      |
| A. Adjusting the Front Brake . . . . .                      | 13   |
| B. Adjusting the Clutch . . . . .                           | 14   |
| C. Adjusting the Chain . . . . .                            | 15   |
| D. Adjusting the Rear Brake . . . . .                       | 16   |
| E. Bleeding the Autolube Pump . . . . .                     | 16   |
| F. Checking Autolube Pump Minimum Stroke . . . . .          | 18   |
| G. Adjusting the Carburetor . . . . .                       | 18   |
| H. Checking Ignition Timing . . . . .                       | 19   |
| <b>Section IV — Making Preliminary Checks</b>               |      |
| A. Filling Fuel Tank . . . . .                              | 22   |
| B. Checking Transmission Oil Level . . . . .                | 23   |
| C. Checking for Loose Nuts and Bolts . . . . .              | 23   |
| D. Checking Tire Pressure . . . . .                         | 24   |
| <b>Section V — Making Running Checks</b>                    |      |
| A. Starting the Engine . . . . .                            | 25   |
| B. Checking the Transmission Oil . . . . .                  | 25   |
| C. Adjusting Carburetor and Autolube Cable . . . . .        | 26   |
| D. Checking Lights . . . . .                                | 27   |
| E. Road Testing . . . . .                                   | 28   |

|                                    | Page |
|------------------------------------|------|
| <b>Section VI — JT2 Supplement</b> |      |
| A. Miscellaneous . . . . .         | 31   |
| <b>Section VII — Service Data</b>  |      |
| A. Torque Specifications . . . . . | 36   |

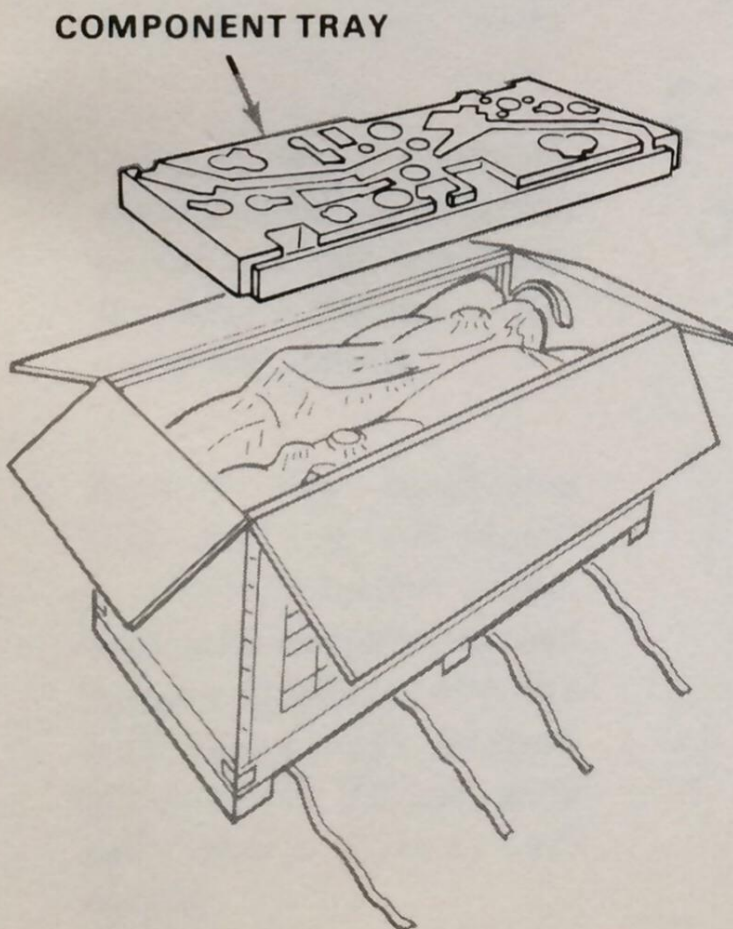
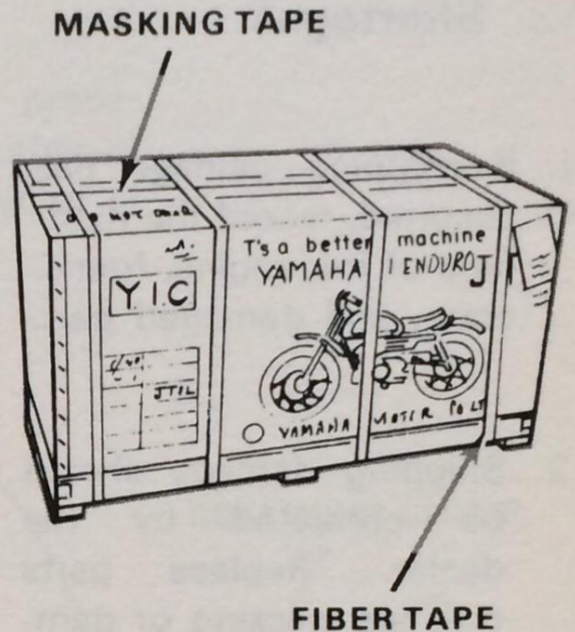
## Section I — Unpacking the Motorcycle

### A. Opening the Carton

1. Using scissors or a pen-knife, cut the tape from around the carton.

#### Caution

Don't cut too deeply when removing the masking tape. You might damage components directly beneath the tape.

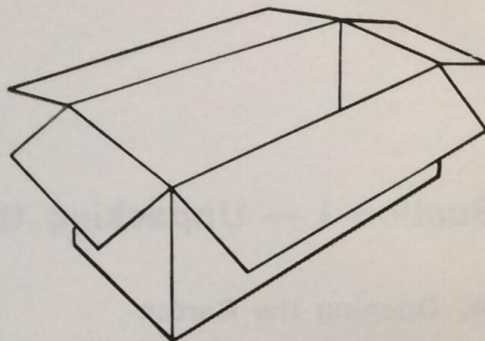


2. Open the flaps of the carton and lift out the tray of components. Set the tray aside.

#### Caution

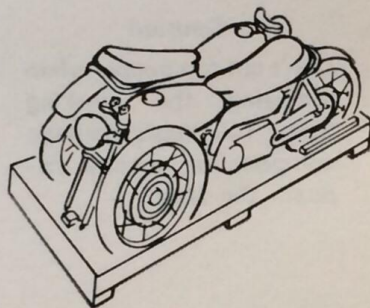
Don't try to lift the tray by the wooden frame around it. Lift the tray itself.

3. Lift the sides of the carton straight up, exposing the motorcycles.



## B. Checking for Damage and Shortages

1. If shipping damage has occurred, record the numbers of the engine, frame, crate, and damaged part.
2. Shipping damage should be corrected by the dealer. Replace parts that are missing or damaged in shipment from your parts stock, or order them from the Yamaha Parts Department. Submit a Standard Warranty Claim Form and the shipper's damage inspection report to the Warranty Department of Yamaha International Corporation for credit. Mark the form "DAMAGED IN SHIPMENT".



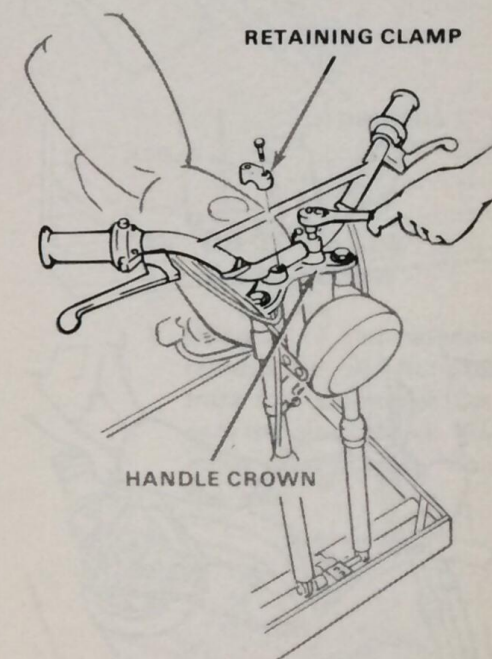
## Section II — Assembling the Motorcycle

### Note

The following procedures apply to either of the two motorcycles in the carton.

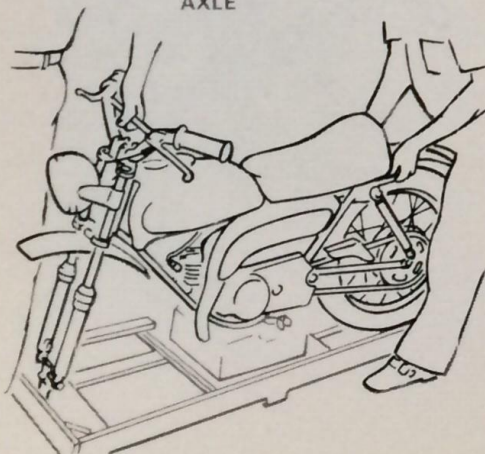
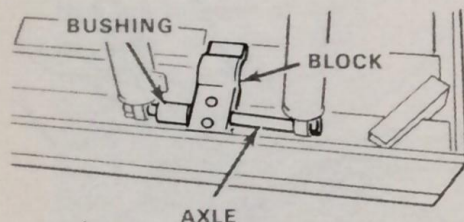
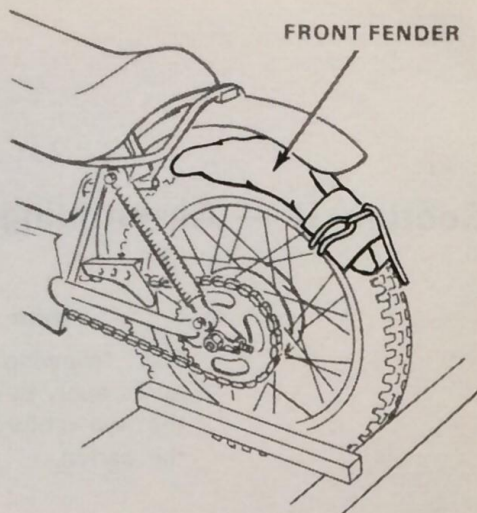
### A. Installing the Handlebars

1. Lift the front wheel out of the carton and set it aside.
2. Using a 10 mm wrench, remove the four bolts that secure the two handlebar retaining clamps. Remove the clamps.
3. Remove the handlebars from the tray and install them on the handle crown. Secure the retaining clamps (handle holders) with the bolts (4) and lock washers (4) provided. Tighten gradually and in pattern, until secure.



## B. Installing the Front Fender

1. Untie the rope that secures the front fender to the rear wheel. Remove the fender and unwrap the paper that covers it.

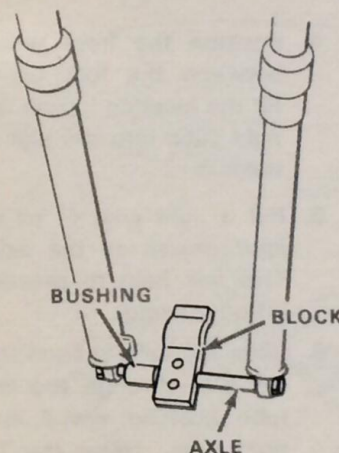
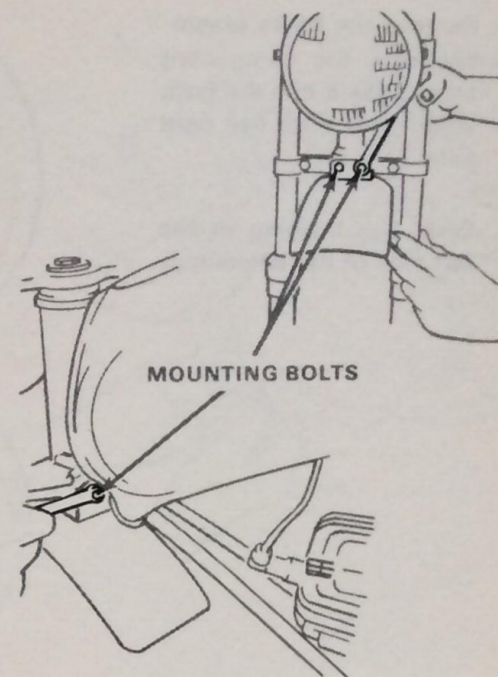


2. Remove the two nails holding the plastic block that secures the front of the motorcycle to the wooden frame.

3. Lift the motorcycle from the wooden frame. This is a job for two men. Place a support under the engine to hold the motorcycle upright.

4. Using a 10 mm wrench, remove the three front fender mounting bolts and washers from the frame.

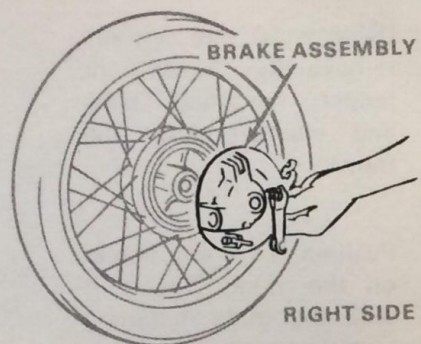
5. Position the front fender on the yoke. Secure it with the three mounting bolts and washers.



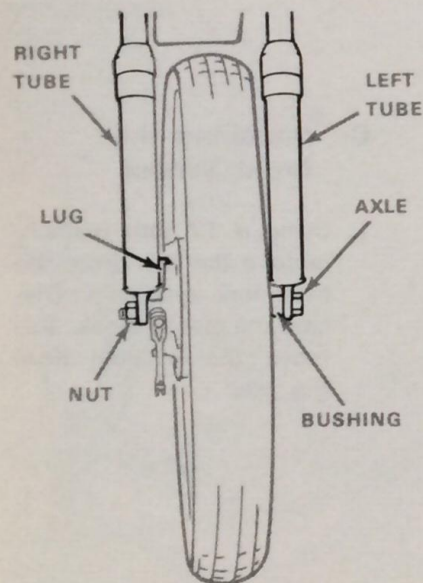
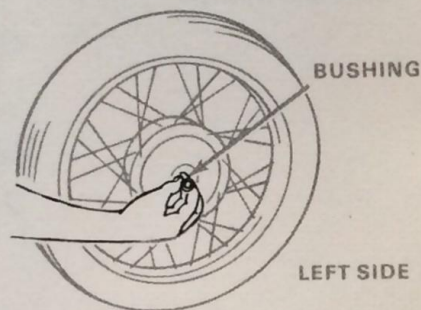
## C. Installing the Front Wheel

1. Using a 17 mm wrench, remove the axle from the front fork assembly. Discard the plastic block. Remove the bushing from the axle.

2. Remove the brake assembly from the component tray. Slide it into the front wheel hub from the right side.



3. Slide the bushing in the left side of the wheel hub.



4. Position the front wheel between the fork tubes. Fit the locating lug on the right tube into the slot in the hub.
5. Put a light coat of oil or light grease on the axle. This will help to prevent it from rusting.
6. Slide the axle in from the left side through the left tube, bushing, wheel, and right tube. Using the 17 mm wrench, install and tighten the axle nut.

Proper tightening torque is: 25-30ft/lbs.

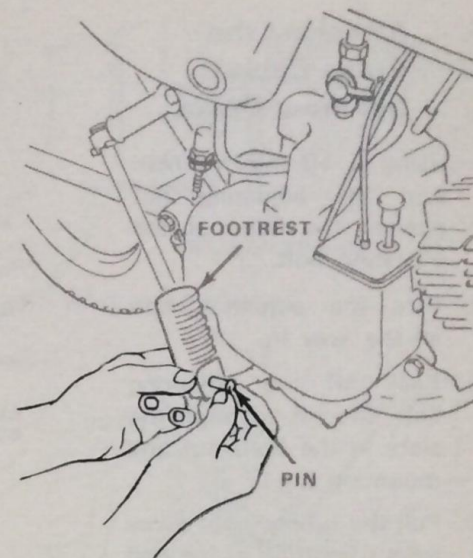
## D. Installing the Footrests

1. Remove the footrest, pin and cotter pin from the plastic bag in the component tray.

### Note

The following steps apply to either footrest.

2. Slide the footrest into the frame bracket. Hold the footrest vertical, with the cover tread forward.
3. Slide the pin (head forward) into the bracket and footrest. Slide the cotter pin into the pin hole and bend up the ends.



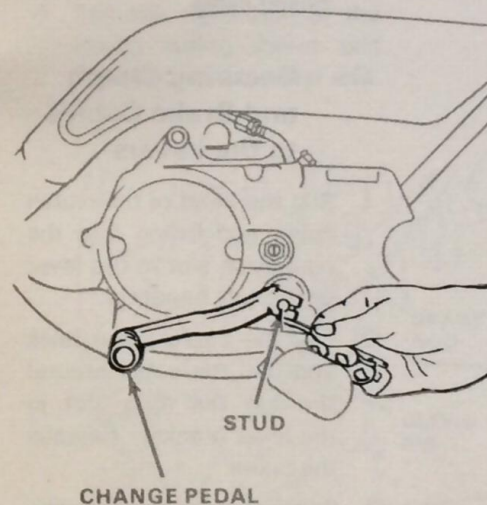
## E. Installing the Transmission Change Pedal

1. Remove the change pedal from the component tray.
2. Using a 10 mm wrench, remove the bolt from the pedal and set it aside.
3. Push the pedal on the splined stud with the arm facing forward.

### Note

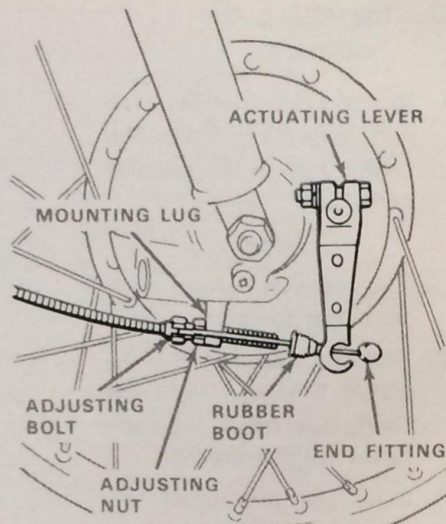
You might have to pry the pedal jaws apart slightly with a screwdriver to allow it to slip all the way on the stud.

4. Install and tighten the bolt.



## F. Attaching the Brake Cable to the Front Brake

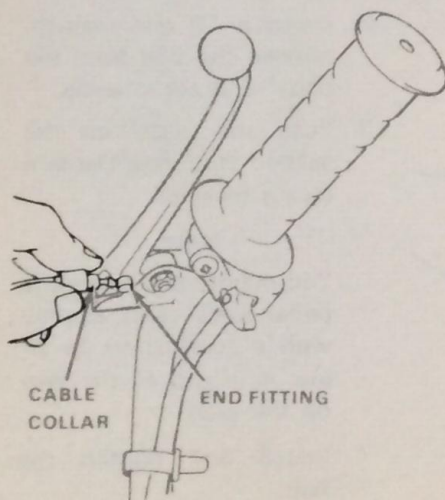
1. Using a 10 mm wrench, turn the adjusting nut against the head of the adjusting bolt.
2. Turn the adjusting bolt all the way in.
3. Back off the adjusting bolt enough to align the slots in the bolt, nut and mounting lug.
4. Pull the rubber boot away from the fitting at the end of the cable. Insert the fitting into the slot at the end of the actuating lever.
5. Pull the rubber boot against the actuating lever. Insert the exposed cable into the slot in the adjusting bolt.



6. Back off on the bolt to lock the cable in position. Turn the nut down against the lug.
7. Slide the boot over the exposed cable.

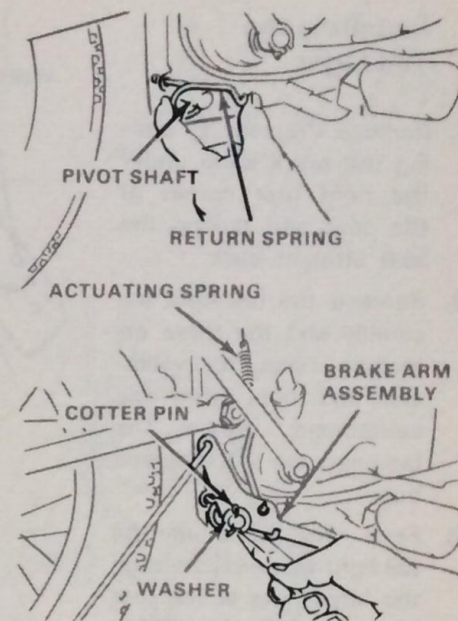
## G. Securing Clutch and Brake Cables to the Levers

1. Slip the head of the clutch cable end fitting into the crosswise slot in the lever at the left handgrip.
2. Pull the cable collar back and pull the cable around through the long slot in the lever bracket. Release the collar.
3. Secure the front brake cable to the lever at the right handgrip in the same manner.

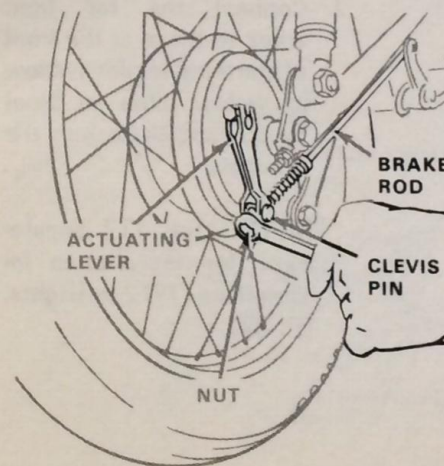


## H. Installing the Rear Brake Rod

1. Remove the brake rod assembly, return spring, large washer, and cotter pin from the component tray. The spring, washer, and cotter pin are in the plastic bag.
2. Hook the elbow of the return spring into the frame hole at the left of the pivot shaft. Hook the stop light actuating spring to the rod assembly.
3. Put a light coat of grease on the pivot shaft. Slide the rod assembly on the shaft.
4. Pull the right side of the return spring down and slip it under the pedal arm.



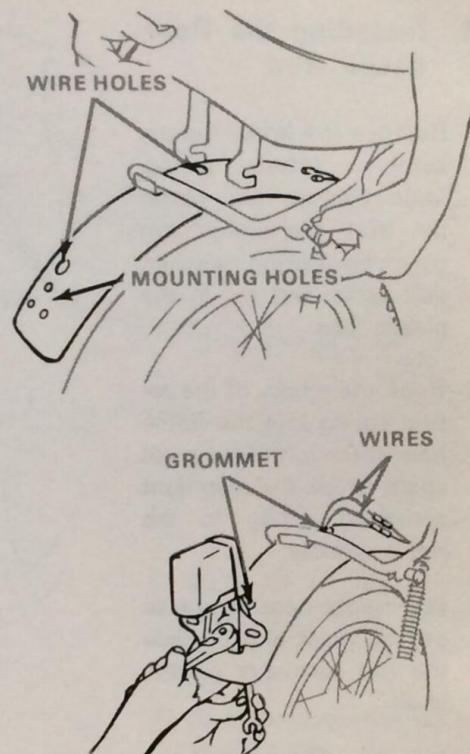
5. Slide the washer on the pivot shaft. Install the cotter pin through the hole in the shaft and bend up the ends.



6. Remove the nut and clevis pin from the end of the rod assembly.
7. Insert the clevis pin through the holes in the rear brake actuating lever. Insert the brake rod between the jaws of the lever and through the hole in the clevis pin.
8. Install the nut on the end of the rod.

## I. Installing the Tail Light

1. Remove the seat by pulling the black knob under the right rear corner of the seat and pulling the seat straight back.
2. Remove the tail light assembly and the three attaching bolts, lockwashers, and nuts from the component tray. The fasteners are in the plastic bag.
3. Feed the wires of the tail light assembly through the large hole at the rear of the rear fender. Bring them out the hole at the top of the fender.
4. Line up the three holes in the tail light bracket with the three holes at the bottom of the fender. Install the three bolts.
5. Install the lockwashers and nuts from the underside of the fender. Using a 10 mm wrench, tighten the nuts.
6. Obtain two split rubber grommets from the plastic bag in the component tray. Place one in each of the two large fender holes.

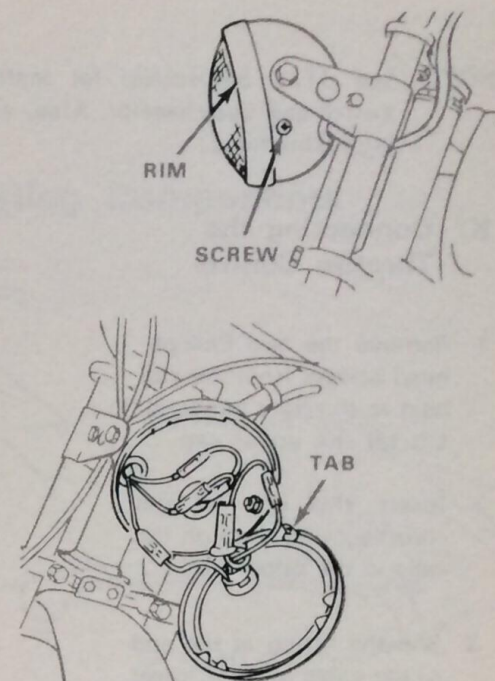


7. Connect the tail light wires to those at the front of the rear fender (yellow to yellow, blue to blue) by pushing them into the terminals.

**NOTE:** See JT2 Supplement for installation instructions, 1972 taillights. (P. 32)

## J. Connecting Wiring

1. Remove the Phillips-head screw at the left side of the headlight housing. Carefully pull out the headlight and rim.
2. There is a loose grommet inside the headlight housing. Install this grommet in the hole in the left side of the housing.
3. Insert the wire pack that runs from the left hand grip through the hole in the housing.
4. Connect the four color-coded wires to the corresponding wires from the headlight and brake light wire bundles by pushing them into the terminals.
5. Align the hole in the tab on the rim with the screw hole in the headlight housing

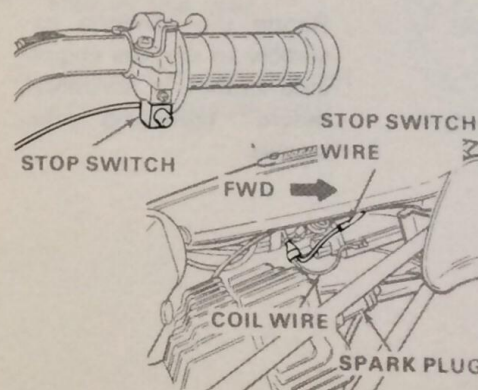


ing and insert the headlight and rim. Install the headlight and rim.

6. Connect the blue/white wire from the engine stop switch at the right handgrip to the black wire at the coil. To find the coil wire, trace the spark plug wire up under the fuel tank. The coil wire is next to the plug wire at that point.

### Note

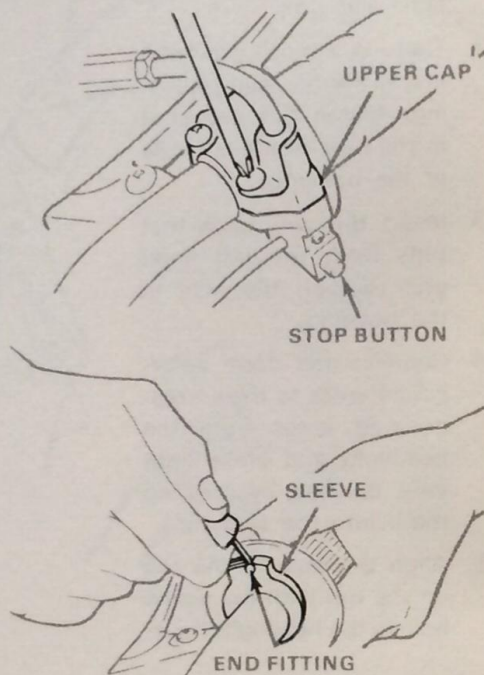
Keep this connection in mind. It will be used later in timing the engine.



**NOTE:** See JT2L Supplement for installation instructions – ignition switch and speedometer. Also, wiring differences, battery charging instructions.

## K. Connecting the Throttle Control

1. Remove the two Phillips-head screws from the cap next to the right handgrip. Lift off the upper cap.
2. Insert the end of the throttle cable through the hole in the upper cap.
3. Slip the fitting at the end of the cable into the lower groove of the white nylon sleeve on the handlebar. Lock it in place by pulling the cable up into the long groove.
4. Place the shoulder of the nylon sleeve against the lower surface of the upper cap. Secure the upper and lower caps together with the two Phillips-head screws.



### Note

Rotate the handgrip assembly so that the engine stop button is horizontal before tightening the screws.

## Section III — Adjusting Components

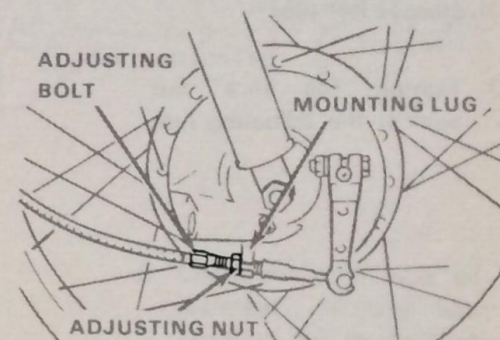
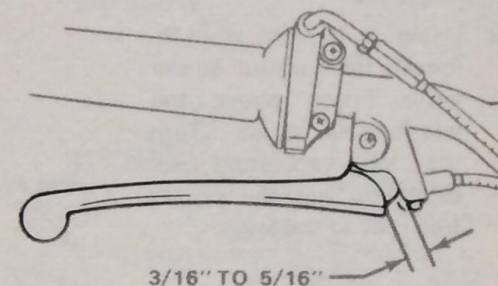
### A. Adjusting the Front Brake

1. Lightly squeeze the lever at the right handgrip. The lever should move  $\frac{3}{16}$  to  $\frac{5}{16}$  inch (5 to 8 mm) before you feel resistance. If it doesn't, continue with step 2.
2. Using a 10 mm wrench, loosen the adjusting nut at the wheel. Turn the adjusting bolt until you get the proper free play at the lever.

### Note

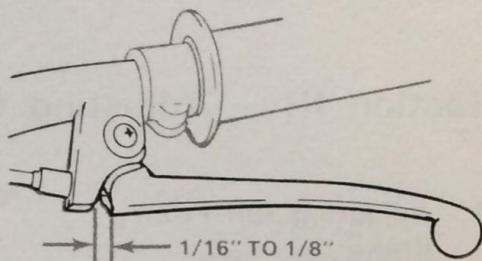
Turning the bolt out decreases free play.

3. Tighten the adjusting nut against the mounting lug.



## B. Adjusting the Clutch

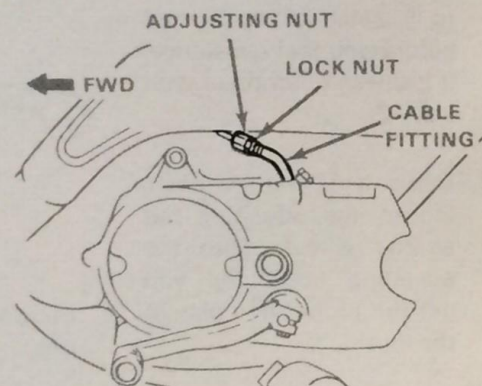
1. Lightly squeeze the lever at the left handgrip. The lever should move  $\frac{1}{16}$  to  $\frac{1}{8}$  inch (2 to 3 mm) before you feel resistance. If it doesn't, continue with step 2.



2. Using a 10 mm wrench, loosen the locknut at the cable fitting above the left engine cover. Turn the long adjusting nut until you get the proper free play at the lever.

### Note

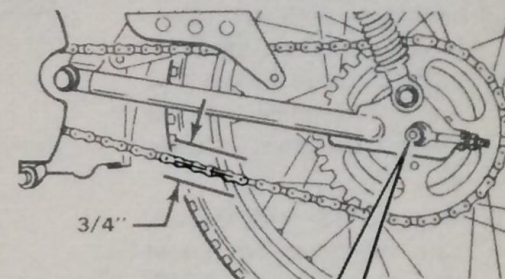
Turning the nut up decreases free play.



3. Tighten the lock nut against the adjusting nut.

## C. Adjusting the Chain

1. Check the chain for proper free play with a rider in position. Total movement at the center of the lower section of the chain should be about  $\frac{3}{4}$  inch (20 mm). If it is not, continue with step 2.

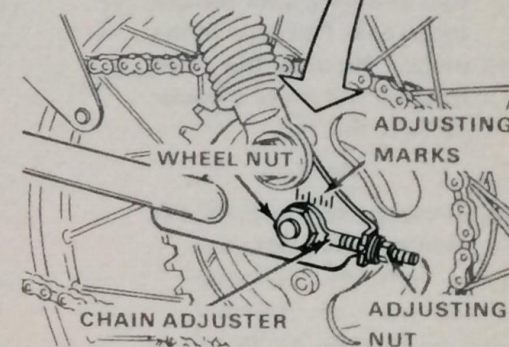


2. Using a 25 mm socket wrench, loosen the rear wheel nut.
3. Adjust the play in the chain by turning the adjusting nut on each side of the wheel. Turn both nuts the same amount.

### Note

Turning the nuts in decreases free play.

4. Check that the wheel is aligned properly by making sure that the match mark on the chain adjuster is aligned with the same swing arm mark on each side of the wheel. Adjust the nuts individually if necessary.
5. When chain play and wheel alignment are good, tighten the wheel nut.



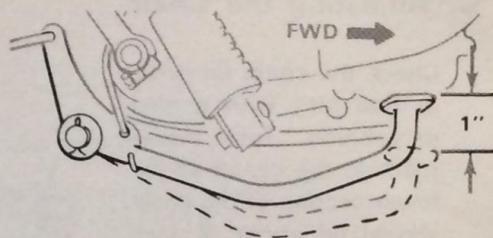
6. Check the rear brake adjustment. It may have changed due to the chain adjustment.

## D. Adjusting the Rear Brake

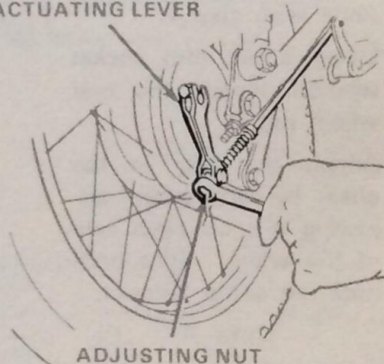
1. Check the free play of the rear brake pedal by depressing it with your hand. It should move about 1 inch (25 mm) before you feel resistance. If it doesn't, continue with step 2.
2. Using a 13 mm wrench, turn the adjusting nut at the actuating lever a half-turn at a time until you get the proper free play at the pedal. Holding the lever forward will make it easier to turn the nut.

### Note

Turning the nut in decreases free play.



ACTUATING LEVER



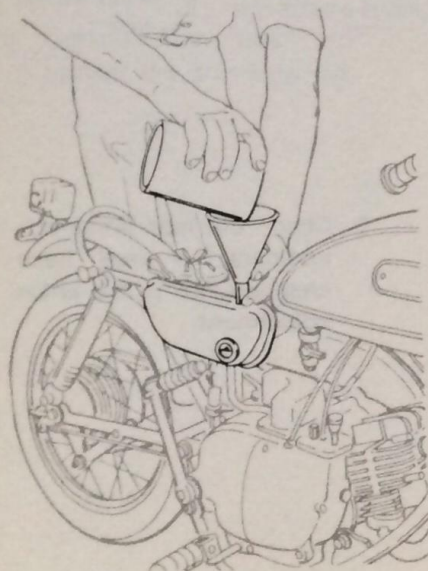
## E. Bleeding the Autolube Pump

1. Remove the Autolube tank filler plug.
2. Fill the Autolube tank with YAMALUBE. The tank holds 1.1 US quarts (1.03 liters).

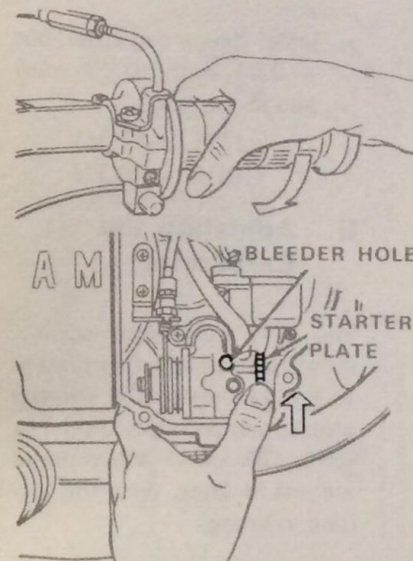
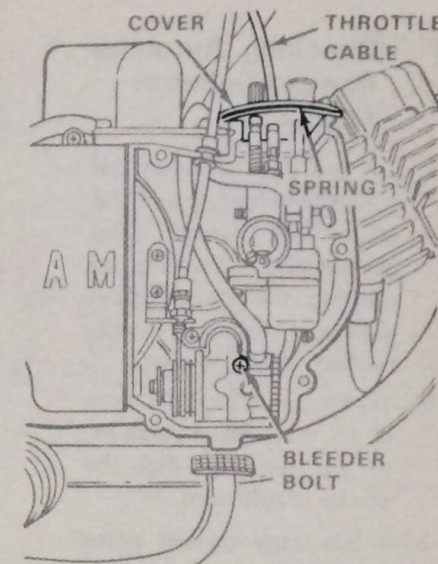
### Note

In temperatures below 25°F, thinner oil is required. Refer to SERVICE NEWS BULLETIN #157.

3. Push in the filler plug and install the seat.



4. Pull the spring and lift the rubber cover from around the cover plate. Remove the cover plate.
5. Remove the bleeder bolt. Place a cloth under the hole to absorb oil spillage.



6. Rotate the starter plate with your thumb in the direction of the arrow marked on the plate. Continue until no air bubbles come out with the oil.

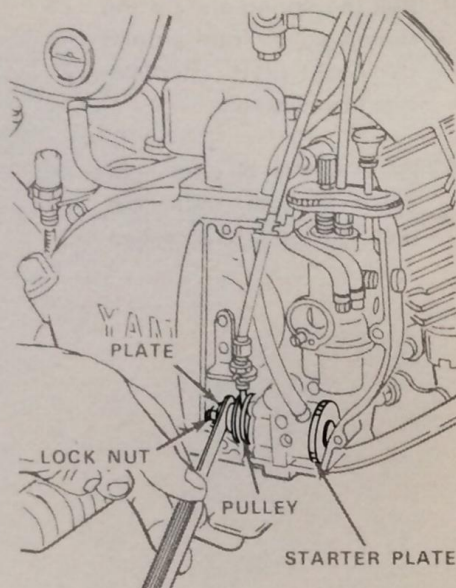
### Note

Bleeding can be done more rapidly if you open the throttle with the hand grip while rotating the plate.

7. When bleeding is complete, install the bleeder bolt.

## F. Checking Autolube Pump Minimum Stroke

1. Set the gap between the adjustment pulley and the adjustment plate as wide as possible. Do this by rotating the starter plate with your thumb in the direction of the arrow.
2. Try to insert a 0.007 inch (0.15 mm) feeler gage into the gap. If it fits, the stroke is sufficient.
3. If the gage cannot enter the gap, remove the lock nut and adjustment plate. Install 0.1 mm brass adjustment shims until, with plate and locknut installed, a 0.008 inch (0.20 mm)

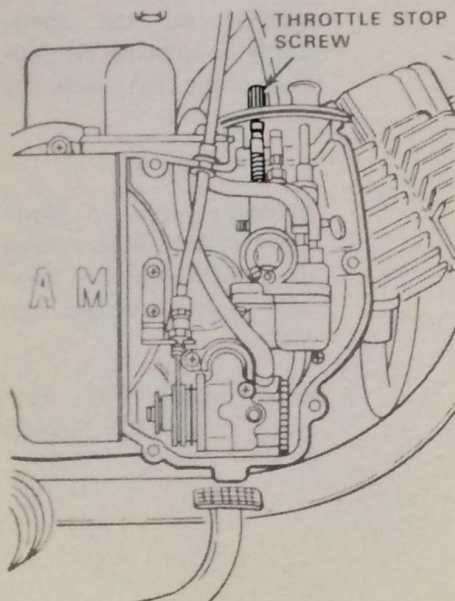


feeler gauge can enter, but a 0.01 inch (0.25 mm) gauge cannot.

(JT2L - JT2M)  
(.011" - .013")

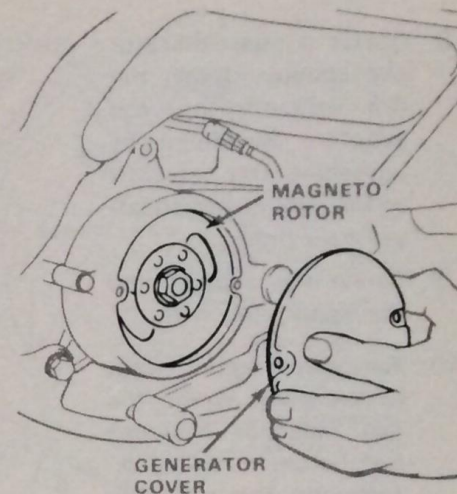
## G. Adjusting the Carburetor

The only carburetor adjustment to be made this time is to lightly tighten the throttle stop screw and back it off 1½ turns. All other adjustments are made later, with the engine running.



## H. Checking Ignition Timing

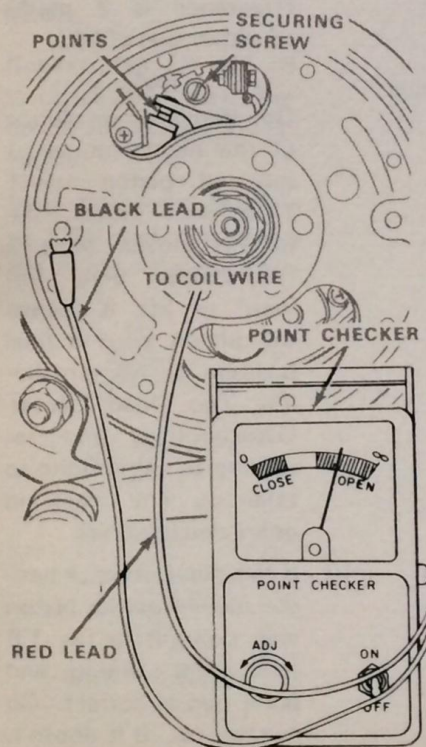
1. Remove the generator cover from the left side of the crankcase.
2. Pull the wire lead cap assembly off the spark plug. Using a 21 mm socket wrench, remove the spark plug.
3. Turn the magneto rotor by hand until the points close.
4. Dip a thin strip of cardboard, such as a business card, in lacquer thinner.



5. Pry the points open with your fingers. Then let the points snap shut on the wet cardboard. Slowly withdraw the cardboard. Repeat until the points are clean.

6. Obtain a Yamaha point checker (ohmmeter). Turn the toggle switch to ON. Make sure the wire leads are not touching, then set the needle at infinity (∞) by turning the ADJ knob. When the needle is set, turn the toggle switch to OFF.

7. Connect the red lead of the point checker to the black coil wire. (See page 11, step J.6.) Connect the black lead to a good ground, such as a generator cover mounting screw hole or a cylinder head cooling fin.



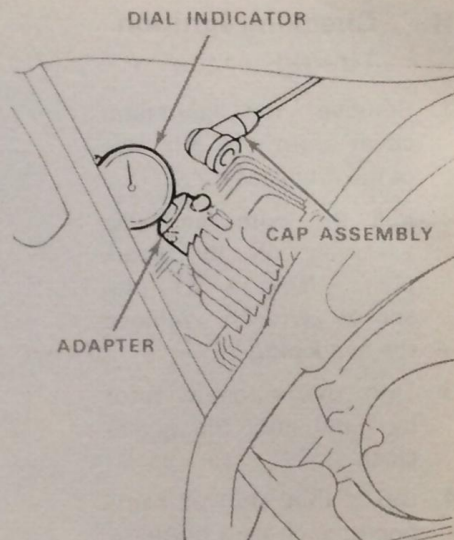
8. Obtain a dial indicator and adapter. Insert the dial indicator into the adapter. Secure it by tightening the setscrew at the side of the adapter finger tight.

9. Screw the adapter into the spark plug hole.

10. Turn the magneto rotor to the point where the dial indicator hesitates just before reversing direction. This is Top Dead Center — where the piston is at its highest point in the cylinder. Move the rotor back and forth several times to make sure you are exactly at this point.

11. When the piston is at Top Dead Center, line up the 0 on the face of the dial indicator with the needle by rotating the dial face. Turn the point checker toggle switch to ON.

12. Turn the rotor clockwise (backward) until the dial indicator needle makes 2 full revolutions of the dial. Then, while watching the point checker, rotate the rotor counter-clockwise (forward) until the point checker needle moves. At this point, the dial indicator



needle should be at 20. (Tolerance is 3 marks on either side of 20.)

#### Note

One complete revolution of the needle equals 1 mm of piston travel. Therefore, when the needle moves back 2 revolutions, then forward to 20, it means the piston is at a final position of 1.8 mm below Top Dead Center. Overshooting, and returning to 20 is done to take up any slack in gears and bearings.

13. If the point checker needle moved as the piston was brought to the 1.8 mm point, timing and point gap is correct. Go to step 16. If it doesn't,

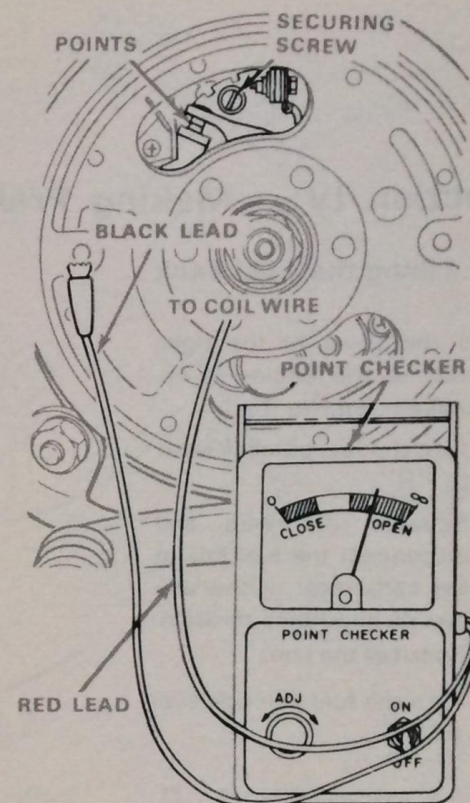
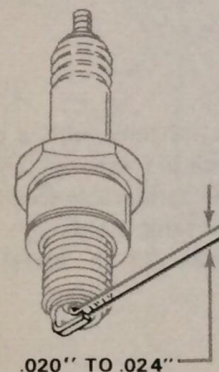
the points must be adjusted to open at 1.8 mm. Continue with step 14.

14. Make sure piston is at 1.8 mm (20 on the dial indicator).

15. Adjust the points by loosening the point securing screw and moving the plate with a screwdriver. When the point checker needle moves, it means the points are just beginning to open. At this point, adjustment is correct. Tighten the securing screw.

16. Repeat step 12 and 13 to check your work. Re-adjust the points if necessary.

17. Turn the point checker to OFF and disconnect the leads. Remove the



dial indicator and adapter from the spark plug hole.

18. Using a wire type feeler gage, check that the spark plug gap is 0.020 to 0.024 inch (0.5 to 0.6 mm). Adjust it if necessary.

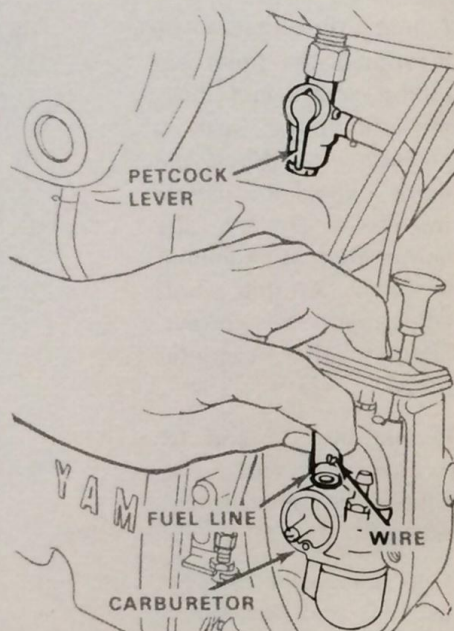
19. Install the spark plug and torque it to 20 to 25 lb-ft. Snap the wire lead cap assembly on the spark plug.

20. Install the generator cover.

## Section IV — Making Preliminary Checks

### A. Filling the Fuel Tank

1. If the cover at the right side of the engine is installed, remove it.
2. Turn the fuel petcock lever to "R".
3. Squeeze the wire and disconnect the fuel line at the carburetor. Allow any gas or impurities to drain. Reinstall the line.
4. Turn the fuel petcock lever to "S".



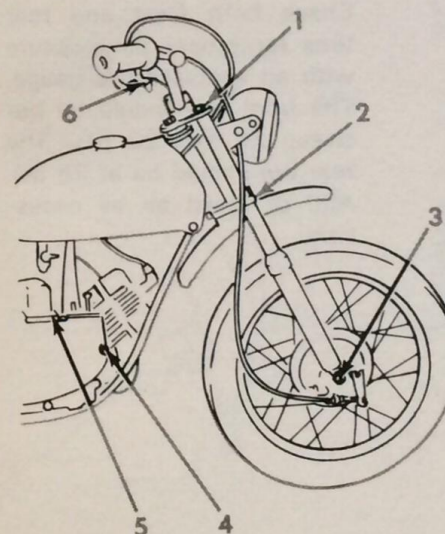
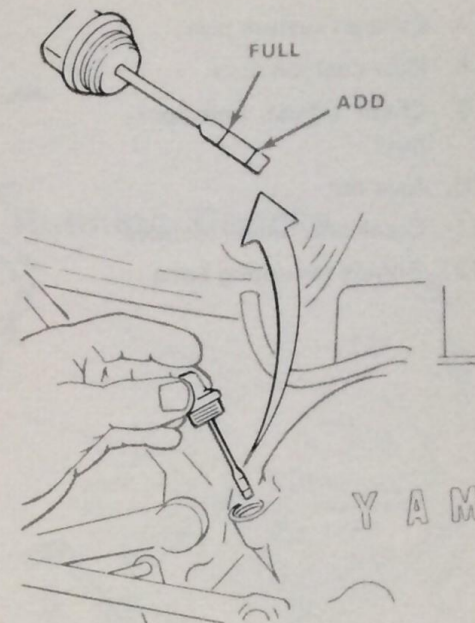
5. Fill the tank with a good grade of fresh regular gasoline, preferably low-lead. The tank holds 1.1 US gallons (4.15 liters).

### B. Checking Transmission Oil Level

1. Remove the dipstick and check that there is oil on it. The actual oil level is unimportant, since it can only be accurately checked after the engine is warm.
2. If there is not oil at all on the dipstick, fill the transmission with break-in oil. The transmission holds 0.64 US quart (0.6 liter).

#### Note

Refer to SERVICE NEWS BULLETIN #169 for more information on adding transmission oil.

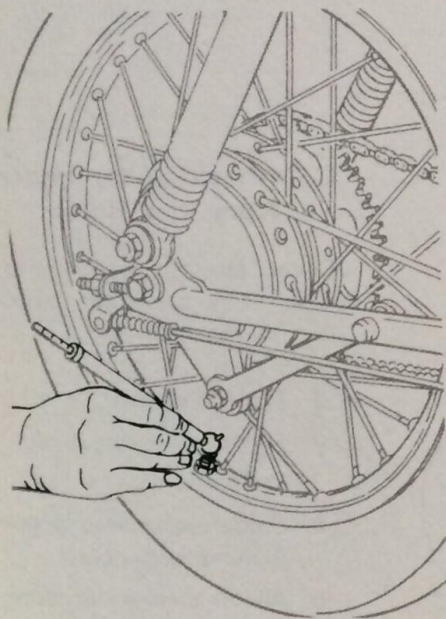
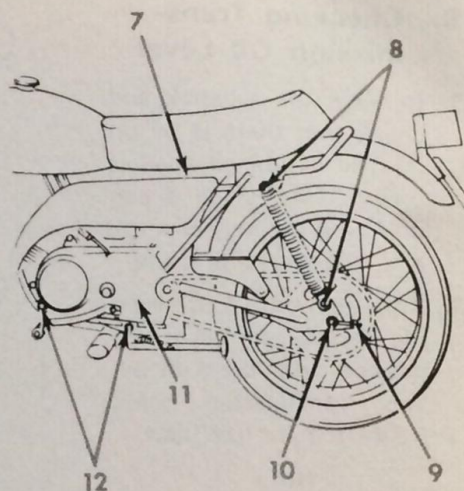


### C. Checking for Loose Nuts and Bolts

Check all fittings for tightness. Pay particular attention to the following:

1. Front fork nuts
2. Fender mounting bolts
3. Front axle nut
4. Carburetor clamp screw (behind rubber plug)
5. All (air cleaner) securing screws
6. Headlight switch screw

7. Exhaust system bolt
8. Rear cushion nuts
9. Chain adjust bolt lock-nuts
10. Axle nut
11. Crankcase cover screws
12. Engine mounting bolts



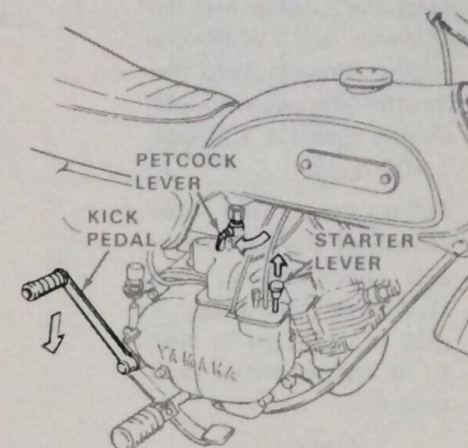
#### D. Checking Tire Pressure

Check both front and rear tires for proper air pressure with an accurate tire gauge. The front tire should be between 22 and 23 psi. The rear tire should be at 28 psi. Add or bleed air as necessary.

## Section V — Making Running Checks

### A. Starting the Engine

1. Turn the fuel petcock lever to 0.
2. Pull the starter lever up.
3. Kick down on the kick pedal quickly and smoothly. Keep the accelerator grip closed while you do this.
4. When the engine is running, push in the starter lever.



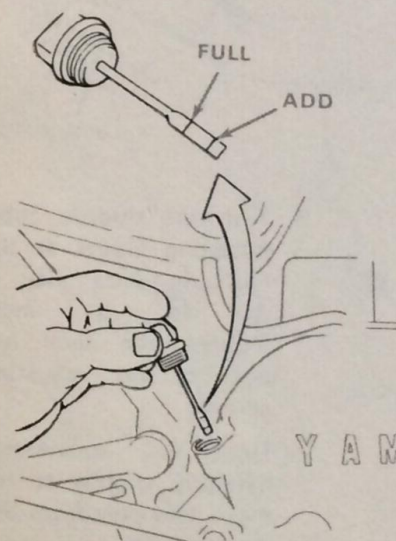
### B. Checking the Transmission Oil

1. Let the engine idle for about 10 minutes, then turn it off.
2. Unscrew the dipstick and wipe it clean. Check the oil level. If it is not between the two marks, add or drain oil as necessary.

#### Note

When checking the oil level, don't screw the dipstick in. Just press it against the filler hole boss.

3. Screw in the dipstick.



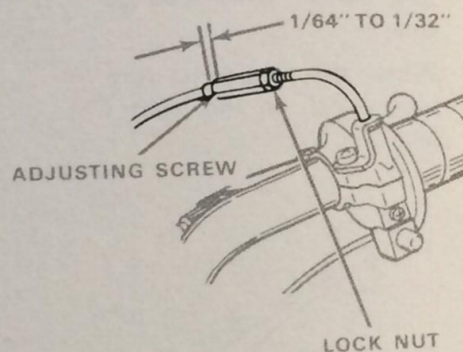
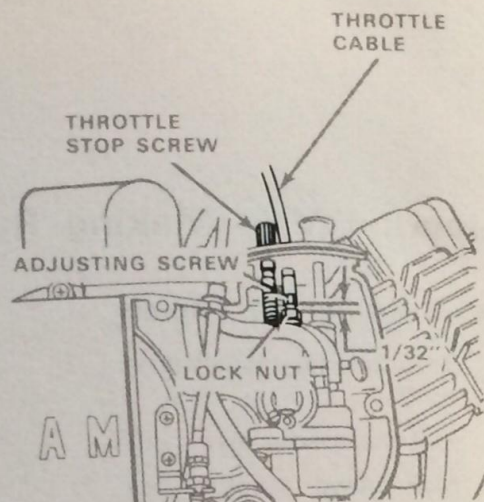
### C. Adjusting Carburetor and Autolube Cable

1. If the cover on the right side of the engine is installed, remove it.
2. Start the engine and let it warm up. With the engine running, turn the throttle stop screw until engine speed is 1,200 to 1,400 rpm.
3. Pull up the throttle cable sheath of the carburetor and check for  $\frac{1}{32}$  inch (1.0 mm) free play. If play is good, go to step 5. If not, continue with step 4.

#### Note

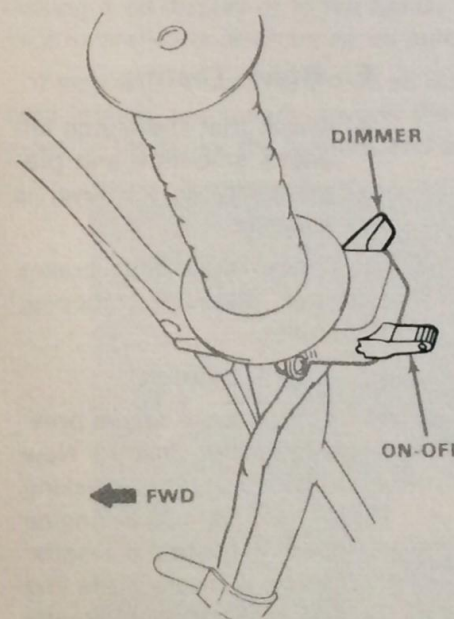
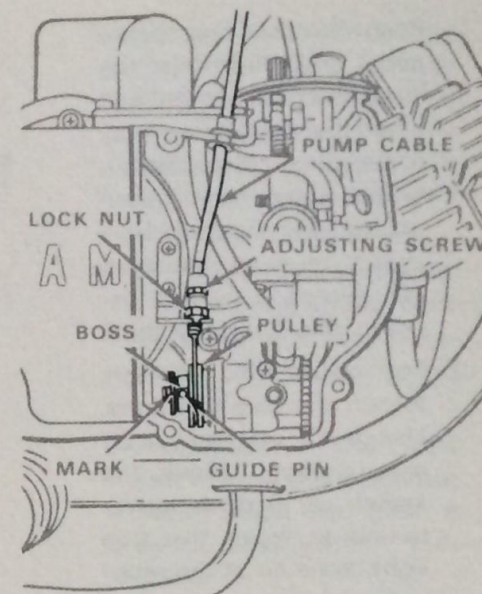
Free play is all taken up when engine speed starts to increase.

4. Using an 8 mm wrench, turn the throttle cable adjusting screw until free play is  $\frac{1}{32}$  inch. Tighten the lock nut against the adjusting screw.
5. Pull the throttle cable sheath at the handgrip and check for  $\frac{1}{64}$  to  $\frac{1}{32}$  inch (0.5 to 1.0 mm) free play. If play is good, go to step 7. If not, continue with step 6.



6. Turn the throttle cable adjusting screw at the handgrip until play is  $\frac{1}{64}$  to  $\frac{1}{32}$  inch. Tighten the lock nut against the adjusting screw.
7. Turn the accelerator handgrip slightly to remove free play from the throttle cable.

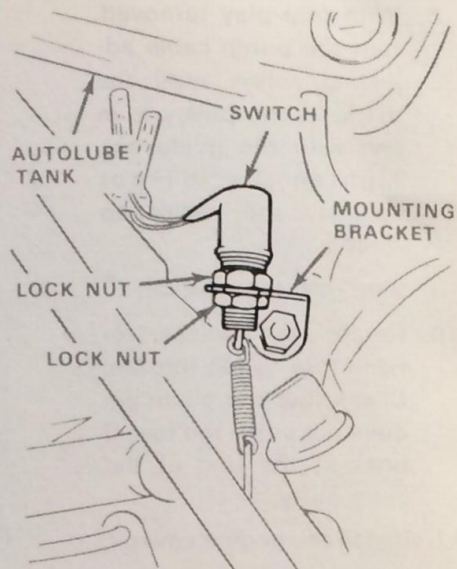
8. With free play removed, turn the pump cable adjusting screw until the mark on the pulley is in line with the guide pin. Tighten the locknut against the adjusting screw.
9. Shut off the engine.
10. Rotate the accelerator hand grip to full throttle. Check that the guide pin does not strike the raised boss at the end of the pump pulley.
11. Install the engine cover.



### D. Checking Lights

1. With the engine running, move the on-off switch back and forth several times. Check that the headlight and tail light turn on and off with the switch. Move the dimmer switch on and off and check that the headlight brightens and dims.

2. Push on the rear brake pedal and check that the stop light comes on just after the pedal free play is taken up. If it doesn't, or if it comes on too soon or too late, the stop light switch must be adjusted. The switch is located beneath the Autolube tank.
3. To adjust the switch, loosen the two lock nuts. Use a 17 mm and a 21 mm wrench. Move the switch up or down as required to make the stop light come on at the proper time.
4. With the switch positioned properly, tighten the lock nuts against the mounting bracket.



### E. Road Testing

1. Check that the clutch engages smoothly and progressively as the lever is released.
2. Check that the brakes have adequate stopping power.

#### Caution

Do not apply severe pressure to the brakes. New brakes require "breaking in" just as a new engine does. Customer satisfaction with brake life and performance will greatly depend on easy use at this time.

3. Check that the transmission shifts easily and makes no unusual noises.
4. Check that acceleration is typical of the average JT1-L.

#### Caution

Avoid using high engine or road speeds at this time. Remember that easy running during break-in is necessary for maximum engine life and customer satisfaction.

5. Check that handling qualities and stability are satisfactory. Poor handling and instability may be caused by improper tire pressures, loose nuts and bolts, or loose spokes.
  6. When testing is complete, check that no fittings have loosened due to vibrations. Refer to Section IV, step C.
- Remember — The next test rider is the customer. Make sure he gets a safe, road-worthy machine.**

The motorcycle is now fully assembled, adjusted, and otherwise mechanically prepared. There is one more step to be performed before putting it on display or in the hands of a buyer. That is to make sure that its appearance is as sharp as its mechanical condition.

Remove all traces of dirt or oil film that may have accumulated during road testing, particularly around the wheel hubs. Polish the painted surfaces — the tanks, the fenders, and so forth.



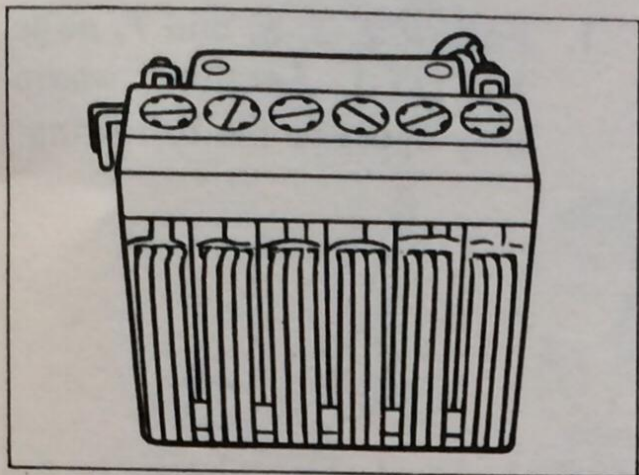
## Section VI

# JT2L-JT2M SUPPLEMENT

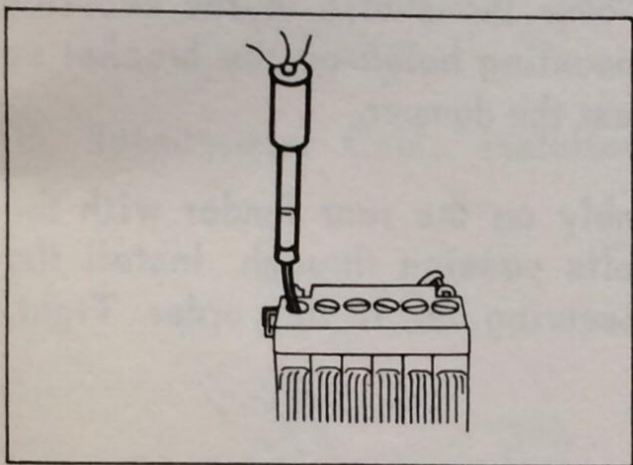
## Contents

|                                             |    |
|---------------------------------------------|----|
| Charging Battery . . . . .                  | 31 |
| Installing Taillight . . . . .              | 32 |
| Installing Ignition Switch . . . . .        | 33 |
| Installing Speedometer & Cable . . . . .    | 33 |
| Connecting Wiring . . . . .                 | 34 |
| JT1-L & JT2-L Connection Diagrams . . . . . | 35 |
| Torque Specifications . . . . .             | 36 |

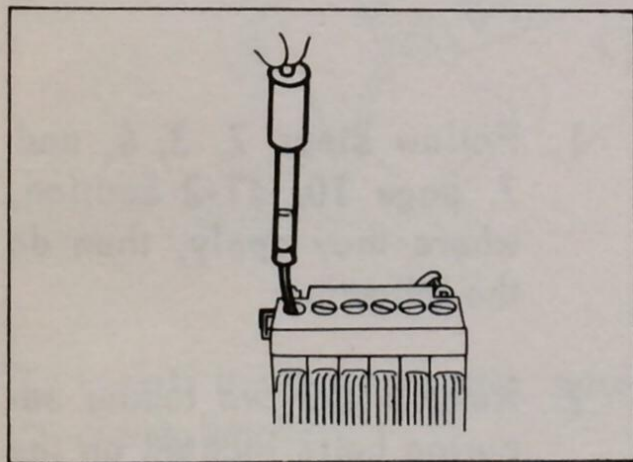
## A. Charging Battery



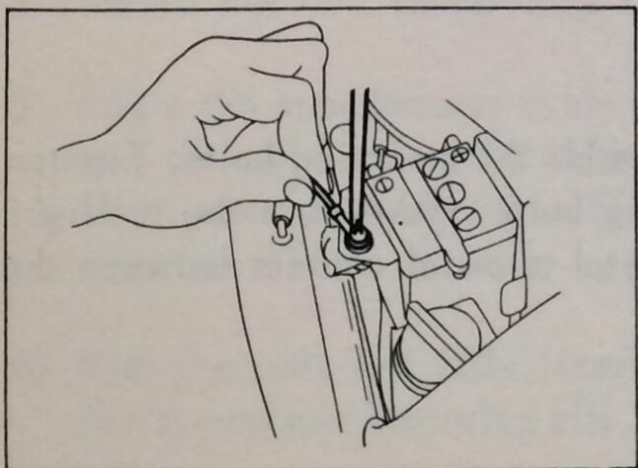
1. Remove the vent tube and filler caps.  
Blow gently through the vent and vent tube to make sure proper venting is taking place.



2. Fill each cell to the top level line with fresh electrolyte.

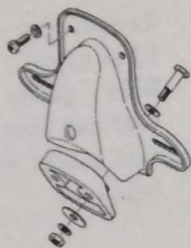


3. Charge the battery at 0.2 A(MAX.) until specific gravity is 1,260~1,280.



4. Install the battery in the frame, and connect the lead wires.
5. Make sure the battery ground (-) strap is contacting clean metal at the frame mounting point.

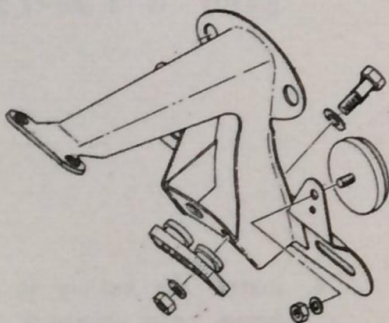
## B. Installing Taillights (JT1-L, 1971½)



1. Follow 2, 3, 6, and 7, page 10, JT-1 Section, where they apply to the following:

2. Place the rubber damper against the taillight bracket as shown in the drawing, right. Place a flat washer over the shafts of the securing bolts (2) and insert them into their mounting holes on the bracket so that their threaded portions protrude past the damper.
3. Place the bracket and damper assembly on the rear fender with the threaded portions of the mounting bolts passing through. Install the large, flat washer, lock washer, and securing nut, in that order. Tighten both nuts thoroughly.

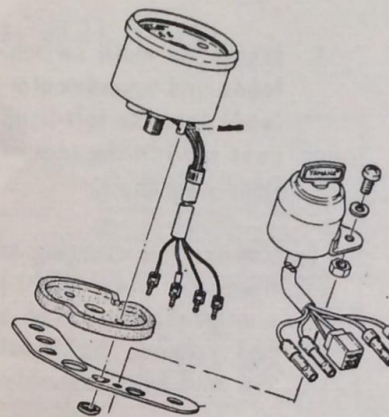
## C. Installing Taillights (JT2-L, 1972)



1. Follow steps 2, 3, 6, and 7, page 10, JT-2 Section, where they apply, then do the following:

2. Remove the two fender securing bolts located on the upper rear frame loop.
3. Insert the upper bracket stay and reinstall the mounting bolts. Tighten securely. Install the bracket mounting bolts. Make sure the taillight ground strap is situated with good metal-to-metal contact between the bolt and bracket. Secure both bolts.
4. Install reflectors (2).

## D. Ignition Switch Installation (JT2-L, 1972)



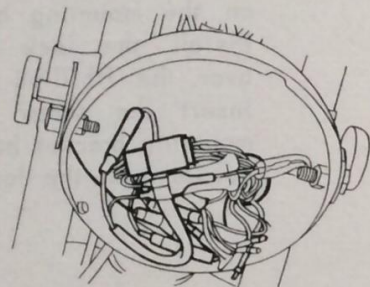
1. Place the ignition switch on the mounting bracket. Install the lock washer over the Phillips screw. Insert the screw in the mounting bracket hole and secure with the lock nut.

## E. Speedometer Cable Installation (JT2-L, 1971)



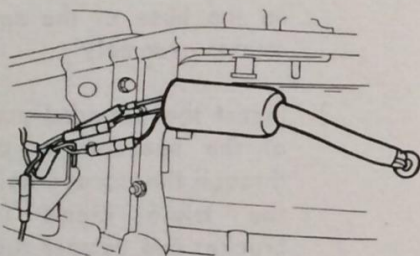
1. Install the damper rubber on the base of the speedometer assembly.
2. Insert the threaded portion of the speedometer cable through the access hole on the triple clamp upper bracket and damper rubber. Tighten securely in its mounting on the speedometer.
3. Insert the speedometer mounting pins in the holes provided in the clamp bracket.
4. Install the "D" shaped cup washer (2) and hairpin clips.
5. Route the speedometer cable down along the right-hand fork leg and insert the male end of the cable into the speedometer drive fitting on the front wheel hub. If the cable end refuses to engage, rotate the front wheel.
6. With the male end fully inserted and bottomed against its seat, install the spring type securing clip.

## F. Connecting Wiring (JT2-L, 1972)



1. Insert the main switch sub leads and speedometer sub leads into the left-hand access hole in the rear of the headlamp shell.
2. Remove the securing screw from the lower right-hand side of the head lamp shell and remove the headlamp rim and bulb assembly.

3. Connect the main switch connector to the female plug in the head lamp shell (main wiring loom).

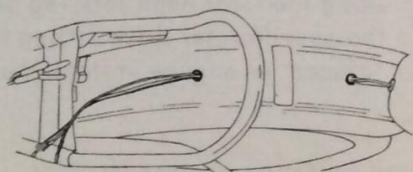


4. Connect the remaining female leads and one male lead per their wiring color codes.

5. Connect the speedometer running and indicator lamp male leads to the appropriately color-coded wires.

6. Route the turn signal/high-low beam switch sub lead into the head lamp shell in the same manner as numbers 2-3, foregoing. Connect these leads to their appropriate color-coded wires.

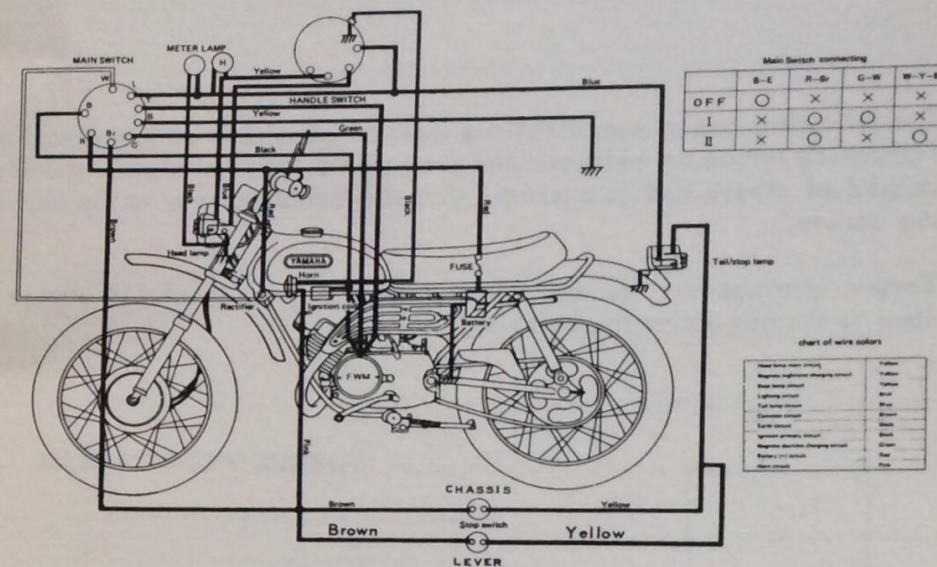
Note: See JT2-L schematic for color codes and connection points.



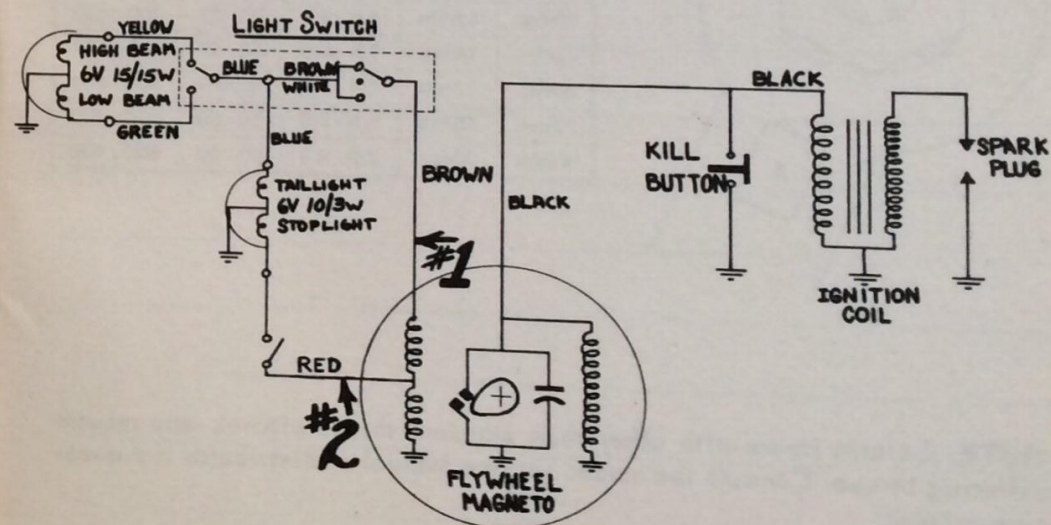
7. Route taillight wires through fender to wiring duct on underside of fender. Feed wires through duct and back through fender. Connect wiring as shown in connection diagram.

## G. Connection Diagrams

### 1. JT2-L (1972)



### 2: JT1-L (1971½)

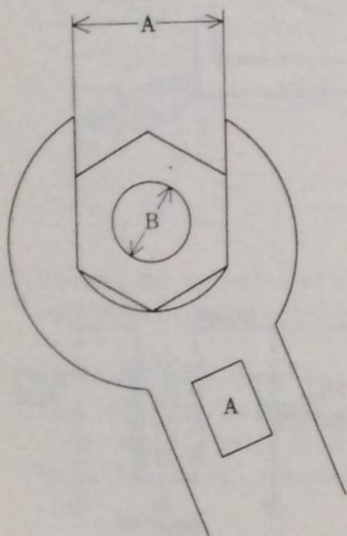


## Section VII

### Torque Specifications

The following torque specifications must be adhered to on every machine. Tightening torque on multi-secured components, (several studs), should be in gradual stages and in a pattern that will avoid warpage to the item being secured.

Torque settings are for dry, clean threads. Torquing should always be done to the nut, never the bolt head.



TORQUE SPECIFICATIONS

| A<br>(Nut)   | B<br>(stud) | Kg/m      | Ft-lbs  | In-lbs    |
|--------------|-------------|-----------|---------|-----------|
| 13mm<br>14mm | 8mm         | 2.0       | 15      | 180       |
| 17mm         | 10mm        | 3.5 - 4.0 | 20 - 29 | 300 - 350 |
| 19mm         | 12mm        | 4.0 - 4.5 | 29 - 33 | 350 - 400 |
| 22mm         | 14mm        | 4.5 - 5.0 | 33 - 37 | 400 - 450 |
| 26mm         | 17mm        | 5.8 - 7.0 | 40 - 50 | 500 - 600 |
| 27mm         | 18mm        | 5.8 - 7.0 | 40 - 50 | 500 - 600 |
| 30mm         | 20mm        | 7.0 - 8.3 | 50 - 60 | 600 - 700 |

**NOTE:** Certain items with other than standard thread pitches may require differing torque. Consult the model Service Manual or distributor if a question arises.

## Notes