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YAMAHA

**FZ6-SS
FZ6-SSC**

SERVICE MANUAL

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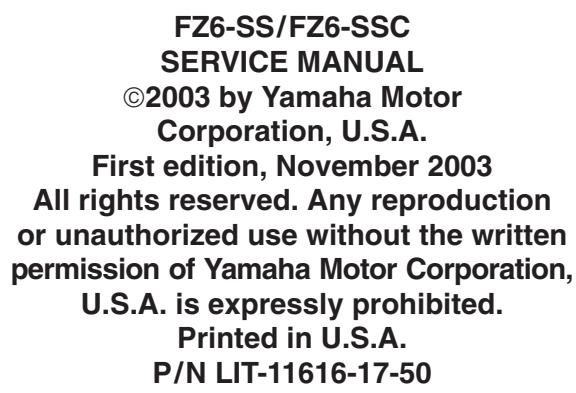
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NOTICE

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!



WARNING 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.

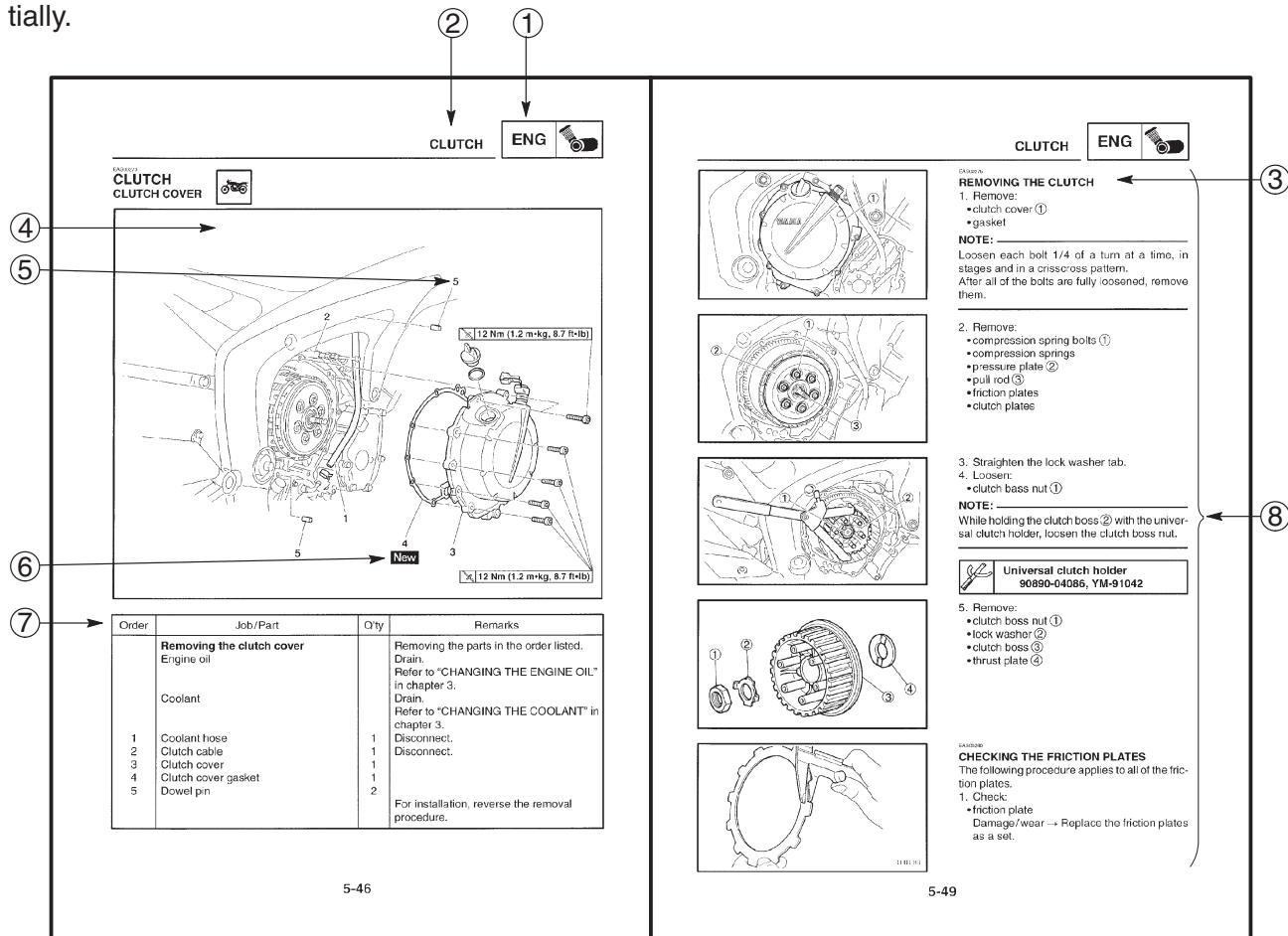
⑤ Numbers are given in the order of the jobs in the exploded diagram. A circled number indicates a disassembly step.

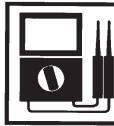
⑥ Symbols indicate parts to be lubricated or replaced.

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.



| | | |
|--|---|--|
| 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  |
| ⑯  | ⑰  | ⑱  |
| ⑲  | ⑳  | ㉑  |
| ㉒  | ㉓  | ㉔  |
| ㉕  | ㉖ New | |

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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 ⑯ 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 ⑯ to ㉓ in the exploded diagrams indicate the types of lubricants and lubrication points.

- ⑯ Engine oil
- ⑰ Gear oil
- ㉑ Molybdenum-disulfide oil
- ㉒ Wheel-bearing grease
- ㉓ Lithium-soap- based grease
- ㉔ Molybdenum-disulfide grease

Symbols ㉕ to ㉖ in the exploded diagrams indicate the following.

- ㉕ Apply locking agent (LOCTITE®)
- ㉖ Replace the part

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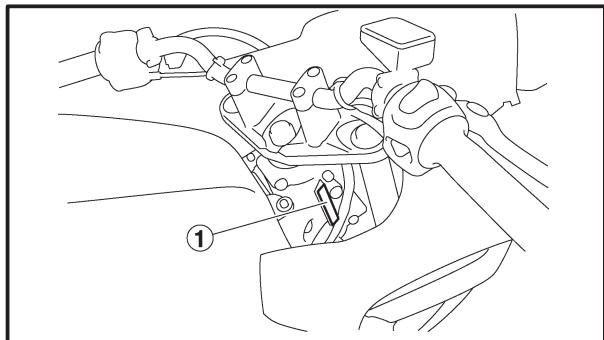
GENERAL INFORMATION MOTORCYCLE IDENTIFICATION

EAS00017

VEHICLE IDENTIFICATION NUMBER

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

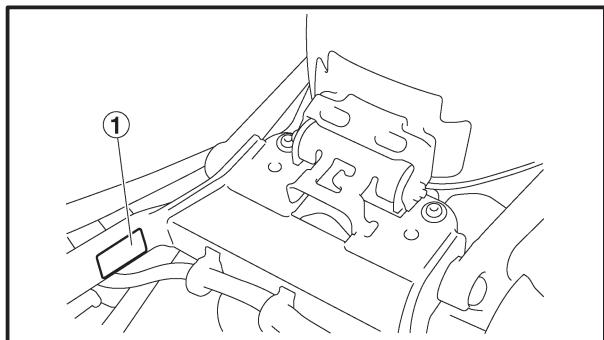
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EAS00018

MODEL LABEL

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





EAS00896

FEATURES

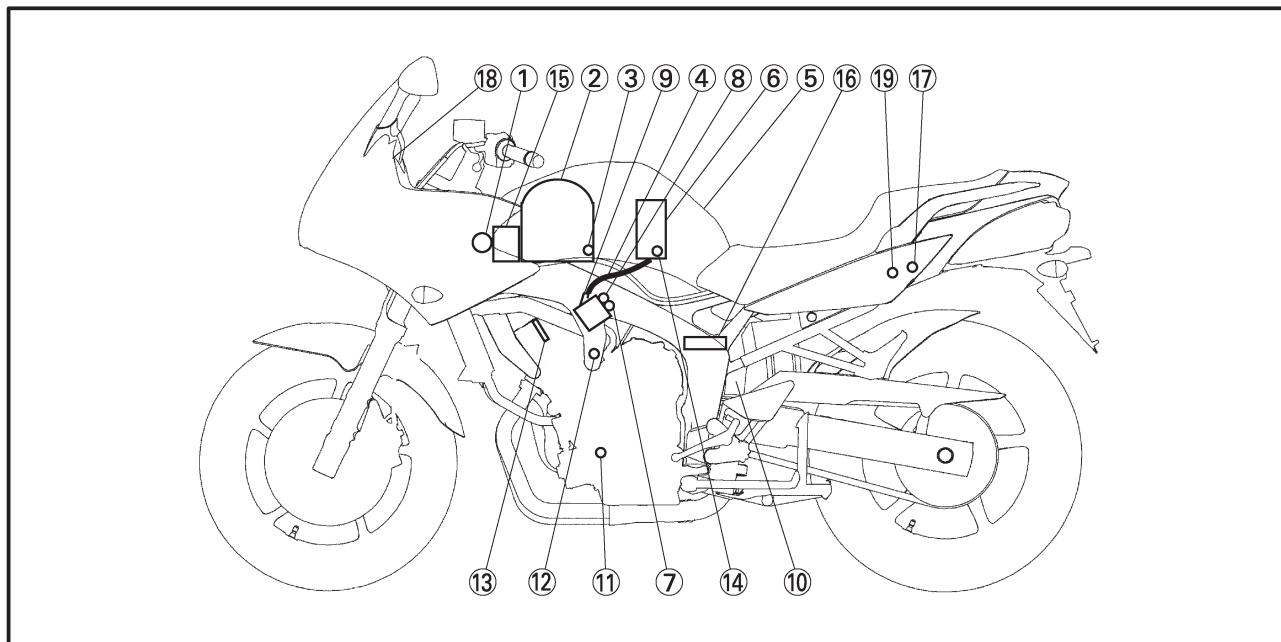
OUTLINE OF FI SYSTEM

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 | ⑯ Engine trouble warning light |
| ② Air filter case | ⑧ Throttle position sensor | ⑬ Spark plug | ⑰ 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 | |



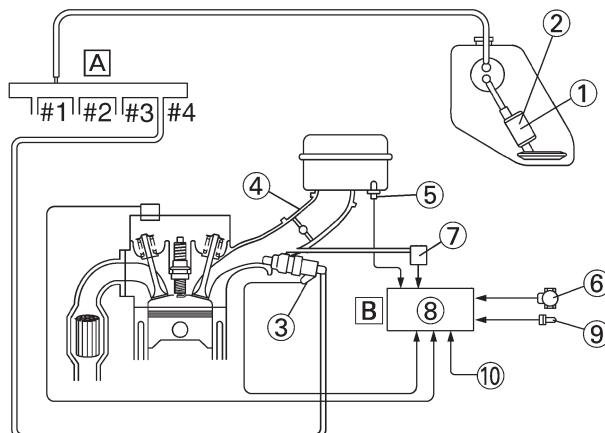
EAS00897

FI SYSTEM

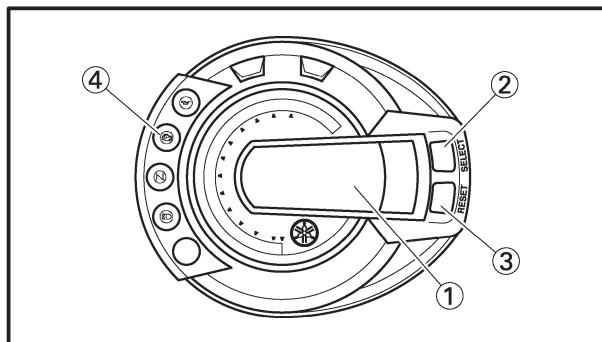
The fuel pump delivers fuel to the injector via the fuel filter. The pressure regulator maintains the fuel pressure that is applied to the injector at only 250 kPa (2.5 kg/cm²). Accordingly, when the energizing signal from the ECU energizes the injector, the fuel passage opens, causing the fuel to be 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 | ⑥ Throttle position sensor | ⑨ Coolant temperature sensor | A Fuel system |
| ② Pressure regulator | ⑦ Intake air pressure sensor | ⑩ Crankshaft position sensor | B Control system |
| ③ Fuel injector | ⑧ ECU | | |
| ④ Throttle body | | | |
| ⑤ Intake air temperature sensor | | | |



- ① Multi-function display
- ② "SELECT" button
- ③ "RESET" button
- ④ Engine trouble warning light

INSTRUMENT FUNCTION

Multi-function display

The multi-function display is equipped with the following:

- a speedometer (which shows the riding speed)
- an odometer (which shows the total distance traveled)
- two tripometers (which show the distance traveled since they were last set to zero)
- a fuel reserve tripmeter (which shows the distance traveled since the bottom segment of the fuel meter started flashing)
- a tachometer (which shows the engine speed)
- a fuel meter
- a water temperature
- a clock
- a intake air temperature
- a self-diagnosis device

NOTE:

- Be sure to turn the key to "ON" before using the "SELECT" and "RESET" buttons.
- For the U.K. only: To switch the speedometer and odometer/tripmeter display between kilometers and miles, press the "SELECT" button for at least two seconds.

Odometer, tripmeter and tachometer modes

Pushing the "SELECT" button switches the display between the odometer mode "ODO" and the tripmeter modes "TRIP 1" and "TRIP 2" and the tachometer mode "E" is the following order:

ODO → TRIP 1 → TRIP 2 → (TRIP F) → E → ODO

When approximately 3.6 L of fuel remain in the fuel tank, the bottom segment of the fuel meter will start flashing, and the odometer display will automatically change to the fuel reserve tripmeter mode "TRIP F" and start counting the distance traveled from that point. In that case, pushing the "SELECT" button switches the display between the various tripmeter and odometer modes in the following order:

TRIP-F → E → ODO → TRIP 1 → TRIP 2 → TRIP F

To reset a tripmeter, select it by pushing the "SELECT" button, and then push the "RESET" button for at least one second. If you do not reset the fuel reserve tripmeter manually, it will reset itself automatically and the display will return to the prior mode after refueling and traveling 5 km (3.1 mi).

Tachometer mode

Displays the digital indication of the engine speed on the odometer section.

Air intake temperature indicator.

When "ODO" is displayed, pressing the "RESET" for a long time allows the indicator to switch displays between Clock and Air intake temperature. (It activates the clock indication when the main switch is turned OFF.)

In the Co adjustment mode, the indication automatically changes from clock (Air intake temperature) to the engine speed.

**Clock mode**

To set the clock:

1. Push the "SELECT" button and "RESET" button together for at least two seconds.
2. When the hour digits start flashing, push the "RESET" button to set the hours.
3. Push the "SELECT" button, and the minute digits will start flashing.
4. Push the "RESET" button to set the minutes.
5. Push the "SELECT" button and then release it to start the clock.

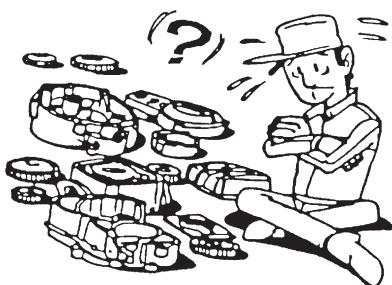


EAS00020

IMPORTANT INFORMATION PREPARATION FOR REMOVAL AND DISASSEMBLY



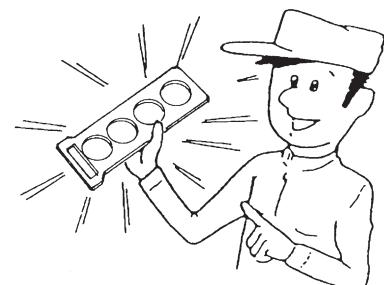
1. Before removal and disassembly, eliminate all dirt, mud, dust and foreign material.
2. Use only the proper tools and cleaning equipment.
Refer to the "SPECIAL TOOLS".
3. When disassembling, always keep mated parts together. This includes gears, cylinders, pistons and other parts that have been "mated" through normal wear. Mated parts must always be reused or replaced as an assembly.
4. During disassembly, clean all of the parts and place them in trays in the order of disassembly. This will speed up assembly and allow for the correct installation of all parts.
5. Keep all parts away from any source of fire.



EAS00021

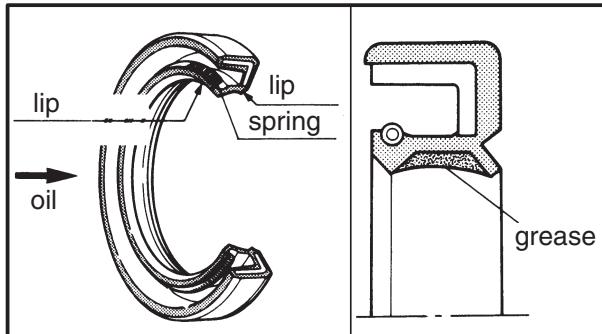
REPLACEMENT PARTS

Use only genuine Yamaha parts for all replacements. Use oil and grease recommended by Yamaha for all lubrication jobs. Other brands may be similar in function and appearance, but inferior in quality.

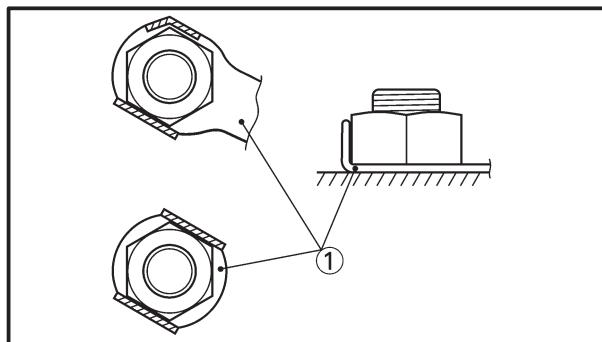


EAS00022

GASKETS, OIL SEALS AND O-RINGS



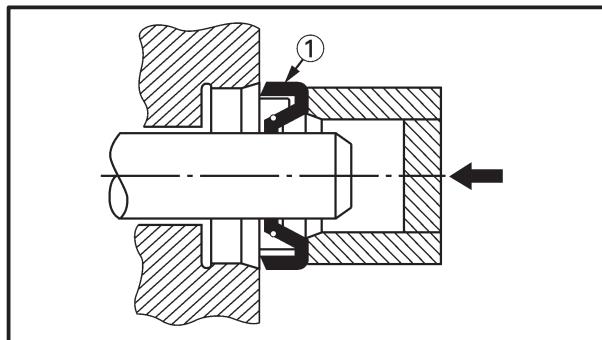
1. When overhauling the engine, replace all gaskets, seals and O-rings. All gasket surfaces, oil seal lips and O-rings must be cleaned.
2. During reassembly, properly oil all mating parts and bearings and lubricate the oil seal lips with grease.



EAS00023

LOCK WASHERS/PLATES AND COTTER PINS

After removal, replace all lock washers/plates ① and cotter pins. After the bolt or nut has been tightened to specification, bend the lock tabs along a flat of the bolt or nut.



EAS00024

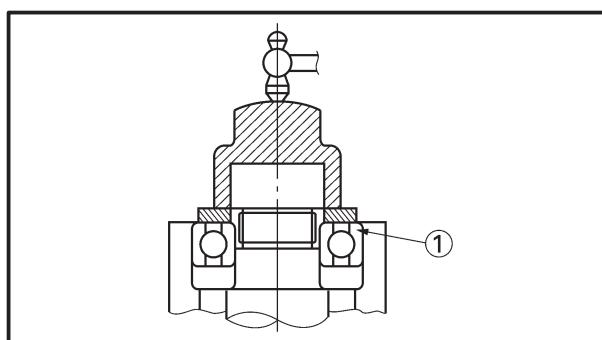
BEARINGS AND OIL SEALS

Install bearings and oil seals so that the manufacturer's marks or numbers are visible. When installing oil seals, lubricate the oil seal lips with a light coat of lithium-soap-based grease. Oil bearings liberally when installing, if appropriate.

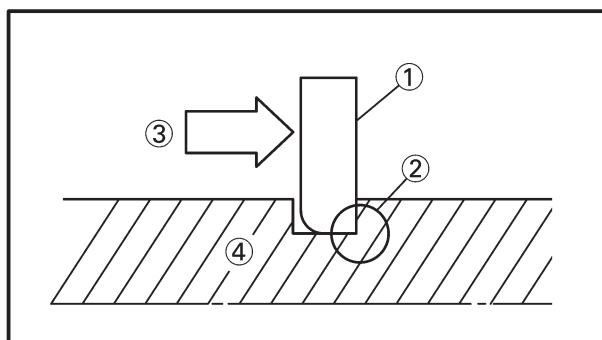
① Oil seal

CAUTION:

Do not spin the bearing with compressed air because this will damage the bearing surfaces.



① Bearing



EAS00025

CIRCLIPS

Before reassembly, check all circlips carefully and replace damaged or distorted circlips. Always replace piston pin clips after one use. When installing a circlip ①, make sure the sharp-edged corner ② is positioned opposite the thrust ③ that the circlip receives.

④ Shaft



EAS00026

CHECKING THE CONNECTIONS

Check the leads, couplers, and connectors for stains, rust, moisture, etc.

1. Disconnect:

- lead
- coupler
- connector

2. Check:

- lead
- coupler
- connector

Moisture → Dry with an air blower.

Rust/stains → Connect and disconnect several times.

3. Check:

- all connections
- Loose connection → Connect properly.

NOTE: _____

If the pin ① on the terminal is flattened, bend it up.

4. Connect:

- lead
- coupler
- connector

NOTE: _____

Make sure all connections are tight.

5. Check:

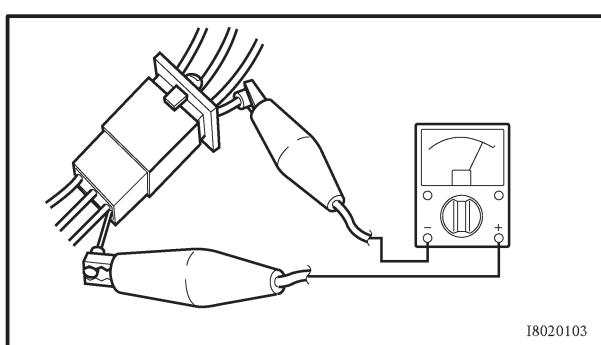
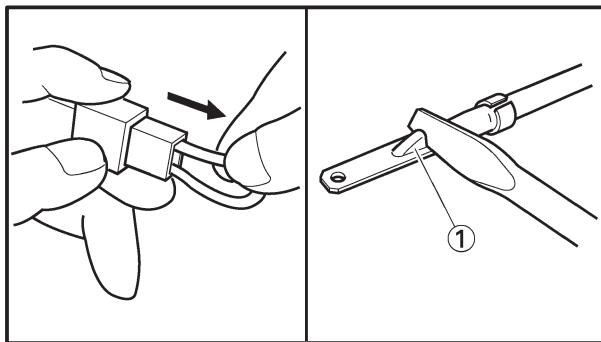
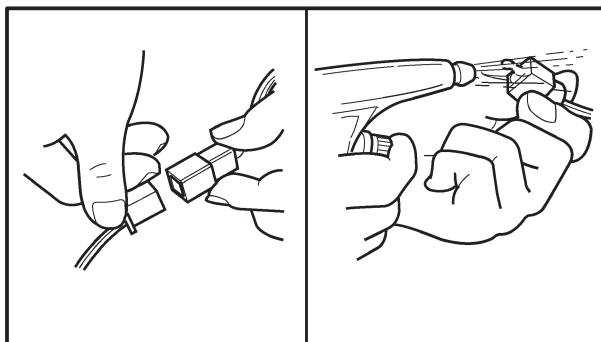
- continuity
- (with the pocket tester)



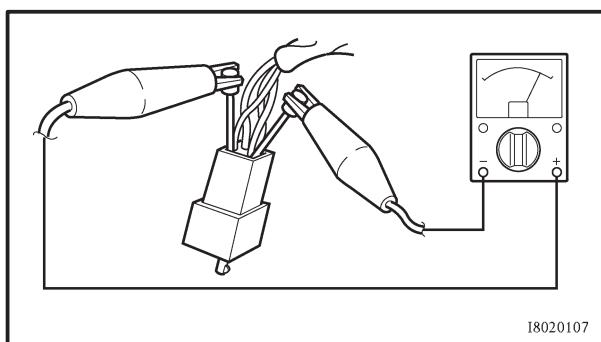
Pocket tester
90890-03112, YU-3112

NOTE: _____

- If there is no continuity, clean the terminals.
- When checking the wire harness, perform steps (1) to (3).
- As a quick remedy, use a contact revitalizer available at most part stores.



I8020103



I8020107



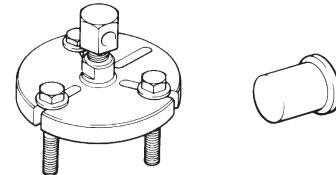
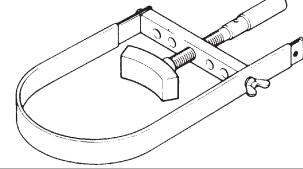
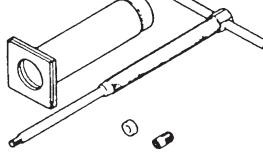
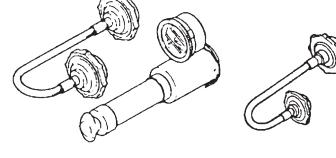
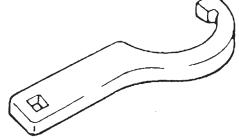
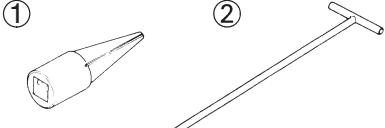
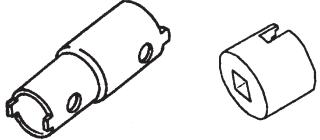
EAS00027

SPECIAL TOOLS

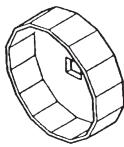
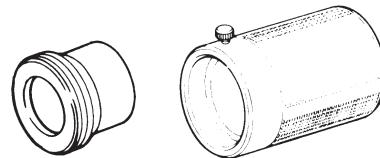
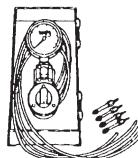
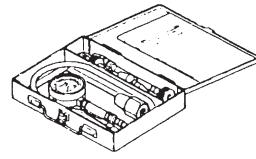
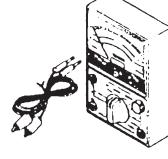
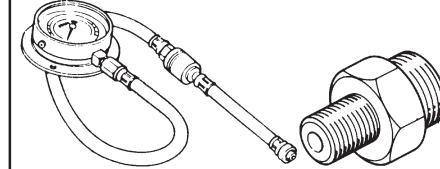
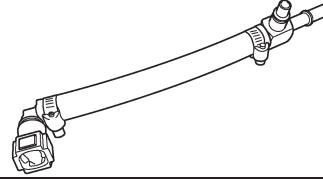
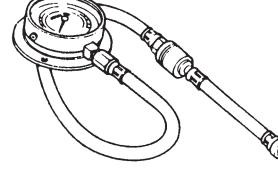
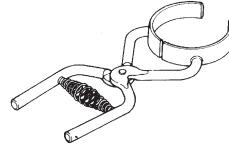
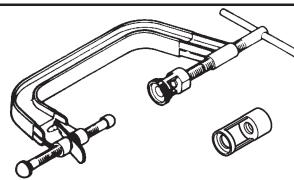
The following special tools are necessary for complete and accurate tune-up and assembly. Use only the appropriate special tools as this will help prevent damage caused by the use of inappropriate tools or improvised techniques. Special tools, part numbers or both may differ depending on the country. When placing an order, refer to the list provided below to avoid any mistakes.

NOTE:

- For U.S.A. and Canada, use part number starting with "YM-", "YU-", or "ACC-".
- For others, use part number starting with "90890-".

| Tool No. | Tool name/Function | Illustration |
|--|--|---|
| Flywheel puller 90890-01362 YU-33270-B Adapter 90890-04089 YM-33282 | Flywheel puller Adapter This tool is used to remove the generator rotor. |  |
| 90890-01701 YS-01880-A | Sheave holder This tool is used to hold the generator rotor when removing or installing the generator rotor bolt or pickup coil rotor bolt. |  |
| 90890-01304 YU-01304 | Piston pin puller This tool is used to remove the piston pins. |  |
| Radiator cap tester 90890-01325 YU-24460-01 Adapter 90890-01352 YU-33984 | Radiator cap tester Adapter These tools are used to check the cooling system. |  |
| 90890-01403 YU-33975 | Steering nut wrench This tool is used to loosen or tighten the steering stem ring nuts. |  |
| 90890-01460 -01326 | Damper rod holder ① T-handle ② These tools are used for holding the damper rod when removing or installing the damper rod. |  |
| Pivot shaft wrench 90890-01471 YM-01471 Pivot shaft wrench adapter 90890-01476 | Pivot shaft wrench Pivot shaft wrench adapter This tool is used to loosen or tighten the pivot adjust bolt and engine mount adjust bolt. |  |



| Tool No. | Tool name/Function | Illustration |
|--|--|---|
| 90890-01426 YU-38411 | <p>Oil filter wrench</p> <p>This tool is needed to loosen or tighten the oil filter cartridge.</p> |  |
| Fork seal driver 90890-01367 YM-33963 Fork seal driver attachment 90890-01374 YM-8020-A | <p>Fork seal driver weight</p> <p>Fork seal driver attachment</p> <p>This tool is used to install the front fork's oil seal and dust seal.</p> |  |
| Vacuum gauge 90890-03094 YU-08030 | <p>Vacuum gauge</p> <p>This gauge is used to synchronize the carburetors.</p> |  |
| Compression gauge 90890-03081 YU-33223 Adapter 90890-04136 | <p>Compression gauge</p> <p>Adapter</p> <p>These tools are used to measure engine compression.</p> |  |
| 90890-03112 YU-3112 | <p>Pocket tester</p> <p>This tool is used to check the electrical system.</p> |  |
| Oil pressure gauge 90890-03153 YU-03153 Adapter 90890-03139 | <p>Oil pressure gauge</p> <p>Adapter</p> <p>These tools are used to measure engine oil pressure.</p> |  |
| 90890-03176 YM-03176 | <p>Fuel pressure adapter</p> <p>This tool is needed to measure fuel pressure.</p> |  |
| 90890-03153 YU-03153 | <p>Pressure gauge</p> <p>This tool used is to measure fuel pressure.</p> |  |
| 90890-04044 YM-04044 | <p>Piston ring compressor</p> <p>This tool is used to compress piston rings when installing the cylinder.</p> |  |
| Valve spring compressor 90890-04019 YM-04019 Attachment 90890-04108 YM-01253 | <p>Valve spring compressor</p> <p>Attachment</p> <p>These tools are used to remove or install the valve assemblies.</p> |  |



| Tool No. | Tool name/Function | Illustration |
|--|---|--------------|
| Middle driven shaft bearing driver 90890-04058 YM-4058 Mechanical seal installer 90890-04078 YM-33221 | Middle driven shaft bearing driver Mechanical seal installer These tools are used to install the water pump seal. | |
| 90890-04086 YM-91042 | Clutch holding tool This tool is used to hold the clutch boss when removing or installing the clutch boss nut. | |
| 90890-04101 | Valve lapper This tool is needed to remove and install the valve lifter. | |
| 90890-04111 | Valve guide remover ($\phi 4$) This tool is used to remove or install the valve guides. | |
| 90890-04112 | Valve guide installer ($\phi 4$) This tool is used to install the valve guides. | |
| 90890-04113 YM-04113 | Valve guide reamer ($\phi 4$) This tool is used to re bore the new valve guides. | |
| 90890-06754 YM-34487 | Ignition checker This tool is used to check the ignition system components. | |
| 90890-06756 YB-35956 | Vacuum/pressure pump gauge set This tool used to measure the vacuum pressure. | |
| 90890-85505 ACC-11001- 05-01 | Yamaha bond No. 1215 This bond is used to seal two mating surfaces (e.g., crankcase mating surfaces). | |



SPECIFICATIONS

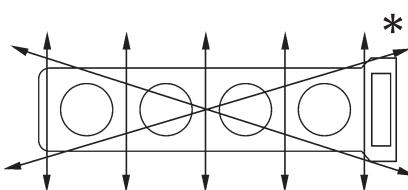
GENERAL SPECIFICATIONS

| Item | Standard | Limit |
|-------------------------------------|---|-------|
| Model code | 5VX3 (USA except for CAL) 5VX4 (CAL) | ••• |
| Dimensions | | |
| Overall length | 2,095 mm (82.5 in) | ••• |
| Overall width | 750 mm (29.5 in) | ••• |
| Overall height | 1,215 mm (47.8 in) | ••• |
| Seat height | 795 mm (31.3 in) | ••• |
| Wheelbase | 1,440 mm (56.7 in) | ••• |
| Minimum ground clearance | 145 mm (5.71 in) | ••• |
| Minimum turning radius | 2,800 mm (110.2 in) | ••• |
| Weight | | |
| Wet (with oil and a full fuel tank) | 207 kg (456 lb) (USA except for CAL) 208 kg (459 lb) (CAL) | ••• |
| Maximum load (except motorcycle) | 190 kg (419 lb) (USA except for CAL) 189 kg (417 lb) (CAL) | ••• |



ENGINE SPECIFICATIONS

| Item | Standard | Limit |
|--|--|------------|
| Engine | | |
| Engine type | Liquid-cooled, 4-stroke, DOHC | ••• |
| Displacement | 600 cm ³ (36.61 cu.in) | ••• |
| Cylinder arrangement | Forward-inclined parallel 4-cylinder | ••• |
| Bore × stroke | 65.5 × 44.5 mm (2.58 × 1.75 in) | ••• |
| Compression ratio | 12.2 : 1 | ••• |
| Engine idling speed | 1,250 ~ 1,350 r/min | ••• |
| Vacuum pressure at engine idling speed | 29 kPa (218 mmHg, 8.6 inHg) | ••• |
| Standard compression pressure (at sea level) | 1,550 kPa (15.50 kg/cm ² , 15.50 bar, 220.46 psi) at 400 r/min | ••• |
| Fuel | | |
| Recommended fuel | Unleaded gasoline only | ••• |
| Fuel tank capacity | | |
| Total (including reserve) | 19.4 L (4.25 Imp gal, 5.1 US gal) | ••• |
| Reserve only | 3.6 L (0.79 Imp gal, 0.9 US gal) | ••• |
| Engine oil | | |
| Lubrication system | Wet sump | ••• |
| Recommended oil | | |
| 30 40 50 60°F | At 5°C (40°F) or higher Yamalube 4 (20W40) or SAE 20W40 type SE motor oil | ••• ••• |
| 0 5 10 15°C | At 15°C (60°F) or lower Yamalube 4 (10W30) or SAE 10W30 type SE motor oil | ••• ••• |
| Quantity | 3.4 L (2.99 Imp qt, 3.59 US qt) | ••• |
| Total amount | 2.5 L (2.20 Imp qt, 2.64 US qt) | ••• |
| Without oil filter cartridge replacement | 2.8 L (2.47 Imp qt, 2.96 US qt) | ••• |
| With oil filter cartridge replacement | 240 kPa at 6,600 r/min (2.4 kg/cm ² at 6,600 r/min) (2.4 bar at 6,600 r/min) (34.1 psi at 6,600 r/min) | ••• |
| Oil pressure | 96°C (205°F) | ••• |
| Engine oil temperature | 450 ~ 550 kPa (4.5 ~ 5.5 kg/cm ² , 4.5 ~ 5.5 bar, 65.3 ~ 79.8 psi) | |
| Relief valve opening pressure | | |

| Item | Standard | Limit |
|---|---|------------------------|
| Oil filter | | |
| Oil filter type | Formed | ... |
| Bypass valve opening pressure | 80 ~ 120 kPa (0.8 ~ 1.2 kg/cm ² , 0.8 ~ 1.2 bar, 11.6 ~ 17.4 psi) | ... |
| Oil pump | | |
| Oil pump type | Trochoid | ... |
| Inner-rotor-to-outer-rotor-tip clearance | 0.03 ~ 0.09 mm (0.0012 ~ 0.0035 in) | 0.15 mm (0.0059 in) |
| Outer-rotor-to-oil-pump-housing clearance | 0.03 ~ 0.08 mm (0.0012 ~ 0.0032 in) | 0.15 mm (0.0059 in) |
| Cooling system | | |
| Radiator capacity | 2.0 L (1.76 Imp pt, 2.11 US qt) | ... |
| Radiator cap opening pressure | 93.3 ~ 122.7 kPa (0.93 ~ 1.23 kg/cm ² , 0.93 ~ 1.23 bar, 13.5 ~ 17.8 psi) | ... |
| Radiator core | | |
| Width | 300 mm (11.81 in) | ... |
| Height | 188 mm (7.4 in) | ... |
| Depth | 24 mm (0.94 in) | ... |
| Coolant reservoir | | |
| Capacity | 0.27 L (0.24 Imp qt, 0.29 US qt) | ... |
| Water pump | | |
| Water pump type | Single suction centrifugal pump | ... |
| Reduction ratio | 86/44 × 31/31 (1.955) | ... |
| Max. impeller shaft tilt | ... | 0.15 mm (0.006 in) |
| Starting system type | Electric starter | |
| Spark plugs | | |
| Model (manufacturer) × quantity | CR9EK (NGK) × 4 | ... |
| Spark plug gap | 0.6 ~ 0.7 mm (0.0236 ~ 0.0276 in) | ... |
| Cylinder head | | |
| Volume | 10.3 ~ 10.9 cm ³ (0.63 ~ 0.67 cu.in) | ... |
| Max. warpage | ... | 0.05 mm (0.002 in) |
| |  | |