MOTORCYCLE SERVICE NEWS

YAMAHA INTERNATIONAL CORPORATION
BUENA PARK, CALIFORNIA 90620

DATE 12/8/72

NUMBER 302

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TX750 MISCELLANEOUS SERVICE INSTRUCTIONS

OIL LEAKAGE. Listed below are some points where oil leakage may occur on early production engines.

Point of Leakage	Corrective Action
Blind plug on upper crankcase.	Remove old sealant and apply new "Devcon" type sealant.
Joint between oil filter cartridge and crankcase (behind L.H. crankcase cover).	Replace oil filter O-rings and install oil filter with RTV sealant*.
Cylinder head cover gasket.	Replace the gasket using RTV sealant*.
Cylinder head gasket.	Replace gasket and re-torque head to 180~225 in-lbs.
Oil tank check valve (located on the rear of upper crankcase).	Replace copper gasket using RTV sealant*.
Clutch cover gasket.	Replace gasket using RTV sealant*.
L.H. (generator) cover gasket.	Replace gasket using RTV sealant*.
Tachometer drive fitting on cylinder head cover.	Replace O-ring and replace seal if required.
L.H. pump shaft seal (behind governor assembly).	Replace the seal using the special tool. See M/C SNB #305 for exact procedure.

*NOTE: "RTV sealant" is a silicon adhesive sealant which vulcanizes or "cures" at room temperature.

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TX750 MISCELLANEOUS SERVICE INSTRUCTIONS (cont.)

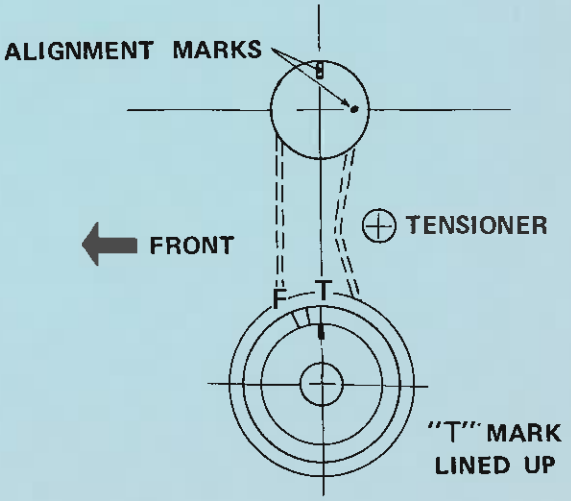
STARTER CHAIN AND SPROCKETS. The pitch of the starter chain and sprockets has been changed from 7.774mm (E/N~3264) to 9.525mm (E/N 3265~). If the chain or either sprocket must be replaced, convert to the new chain and corresponding sprockets. Old type will not be stocked. Conversion to the larger pitch requires that both chain and sprockets be changed as a set. See Table below for part numbers of both types.

NOTE: Starter Chain Guide Assembly (Ref. #7-14, 1st Edition Parts List) must be removed when new type parts are installed.

REF. NO.	PART NAME	OLD PART NO.	NEW PART NO.
7-1	SPROCKET, starter 1	341-15518-00-00	341-15518-01-00
7-2	SPROCKET, starter 2	341-15519-04-00	341-15519-05-00
7-3	CHAIN	945-62190-62-00 (DK219FT 62L)	945-63160-52-00 (DID316FT 52L)

NOTE: When installing starter sprocket 2 (Parts List, Ref. #7-2), either old or new type, apply molybdenum disulfide grease to the bushing during assembly.

CAMSHAFT TIMING. The illustration on Page 22, TX750 Service Manual is incorrect. The cam sprocket punchmark should be 90° clockwise of the groove. See illustration at right and correct manual accordingly.



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TX750 MISCELLANEOUS SERVICE INSTRUCTIONS (cont.)

ENGINE LUBRICATION. Disregard engine oil and filter change intervals printed in 1st edition of TX750 Service Manual and on oil filter cartridge decal. Recommended mileage intervals between changes are:

MILEAGE	ENGINE OIL	OIL FILTER
1st 250 miles	X	
at 1,000 miles	X	X
at 2,000 miles	X	X
Thereafter, every 2,000 miles	X	X

SELECTION OF CRANKSHAFT AND CONNECTION ROD INSERTS

There are five sizes of inserts available for crankshaft journals and five sizes for connecting rod journals. They are numbered 1 to 5 by an ink stamp on one end of the insert.

NOTE: Inserts are stamped with a manufacturer's number and the letters "STD". Disregard this number and the "STD" stamp.

To select insert size, respective diameters of crankshaft journal, crankpin journal, crankshaft housing and connecting rod big end must be known.

Crankshaft journals and crankpin journals are numbered 1, 2, or 3, according to size. These numbers are engraved on crankshaft webs.

Crankcase housing diameters and connecting rod big end diameters are numbered 4, 5, and 6, according to size. These numbers are engraved on crankcases and ink-stamped on connecting rods.

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TX750 MISCELLANEOUS SERVICE INSTRUCTIONS (cont.)

SELECTION OF CRANKSHAFT AND CONNECTION ROD INSERTS (cont.)

The correct insert can be determined by one of the following formulas.

Crankshaft Inserts

Crankshaft Housing No. minus (-) Crankshaft Journal No. = Crankshaft Insert No.

Example: If Crankcase Housing No. is 6 and Crankshaft Journal No. is 2, then, 6 - 2 = 4; No. 4 insert should be used.

Connecting Rod Inserts

Connecting Rod No. minus (-) Crankpin Journal No. = Connecting Rod Insert No.

Example: If Connecting Rod No. is 5 and Crankpin Journal No. is 2, then, 5 - 2 = 3; No. 3 insert should be used.

OIL CLEARANCE

Oil clearance after installation may be determined by the "Plastigage" method. Correct oil clearance will be:

Crankshaft bearings - .036~.059mm (.0014"~.0023")
Connecting Rod bearings - .034~.057mm (.0013"~.0022")

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