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Yamaha XV535 through 1100 Owners Workshop Manual

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Models covered:

USA: Yamaha XV535 Virago. 535cc. 1987 through 1990 and 1993 through 1994

Yamaha XV535S Virago. 535cc. 1994

Yamaha XV700 Virago. 699cc. 1984 through 1987

Yamaha XV750 Virago. 748cc. 1981 through 1983 and 1988 through 1994

Yamaha XV920 Virago. 920cc. 1982 and 1983

Yamaha XV920R (chain drive). 920cc. 1981 and 1982

Yamaha XV1000 Virago. 981 cc. 1984 and 1985

Yamaha XV1100 Virago. 1063cc. 1986 through 1994

UK: Yamaha XV535. 535cc. 1988 through 1994

Yamaha XV535S. 535cc. 1994

Yamaha XV750SE Special. 748cc. 1981 through 1983

Yamaha XV750 Virago. 748cc. 1992 through 1994

Yamaha TR1 (chain drive). 981 cc. 1981 through 1985

Yamaha XV1000 Virago. 981 cc. 1986 through 1989

Yamaha XV1100 Virago. 1063 cc. 1989 through 1994



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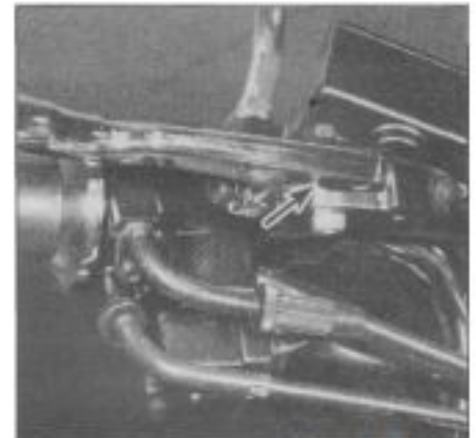
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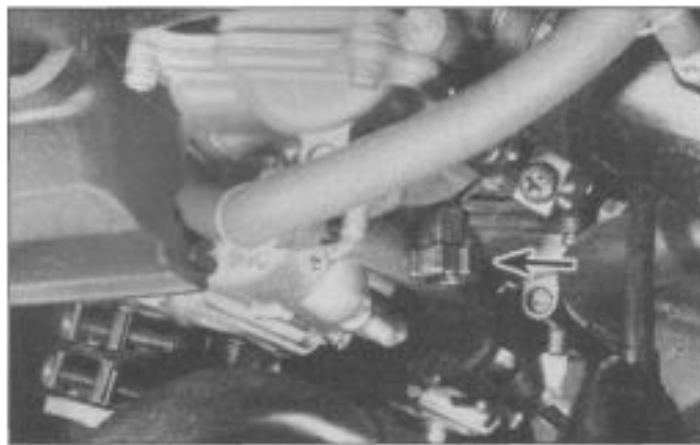
17.2a Lubricate the brake pedal pivot...



17.2b ... the footpeg and shift linkage pivots (arrows) - XV1100 shown ...



17.2c ... and the brake and clutch lever pivots (brake lever shown; clutch lever similar)



17.3a Lubricating a cable with a pressure lube adapter (make sure the tool seats around the inner cable)

8 Since the cylinder head is made of aluminum, which is soft and easily damaged, thread the plugs into the heads by hand. Since the plugs are recessed, slip a short length of hose over the end of the plug to use as a tool to thread it into place. The hose will grip the plug well enough to turn it, but will start to slip if the plug begins to cross-thread in the hole - this will prevent damaged threads and the accompanying repair costs.

9 Once the plugs are finger tight, the job can be finished with a socket. If a torque wrench is available, tighten the spark plugs to the torque listed in this Chapter's Specifications. If you do not have a torque wrench, tighten the plugs finger tight (until the washers bottom on the cylinder head) then use a wrench to tighten them an additional 1/4 to 1/2 turn. Regardless of the method used, do not over-tighten them.

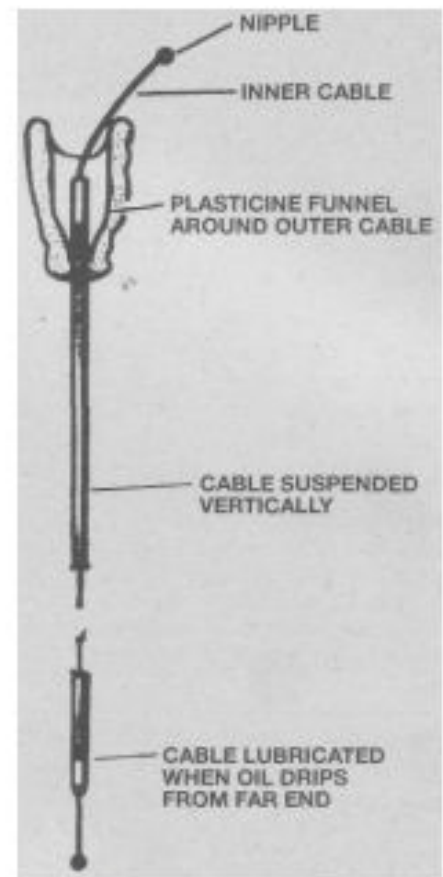
10 Reconnect the spark plug caps and reinstall the air ducts.

17 Lubrication - general

Refer to illustrations 17.2a, 17.2b, 17.2c, 17.3a and 17.3b

1 Since the controls, cables and various other components of a motorcycle are exposed to the elements, they should be lubricated periodically to ensure safe and trouble-free operation.

2 The footpegs, clutch and brake lever, brake pedal, shift lever and sidestand/centerstand pivots should be lubricated frequently (see illustrations). In order for the lubricant to be applied where it will do the most good, the component should be disassembled. However, if chain and cable lubricant is being used, it can be applied to the pivot



17.3b Oiling a control cable with a funnel

joint gaps and will usually work its way into the areas where friction occurs. If motor oil or light grease is being used, apply it sparingly as it may attract dirt (which could cause the controls to bind or wear at an accelerated rate). **Note:** One of the best lubricants for the control lever pivots is a dry-film lubricant (available from many sources by different names).

3 To lubricate the throttle and choke cables, disconnect the cable(s) at the lower end, then lubricate the cable with a pressure lube adapter (see illustration). If you don't have one, disconnect both ends of the cable and use a funnel (see illustration). See Chapter 3, Part B for the choke cable removal procedure (XV535 models don't have a choke cable). **Note:** Yamaha recommends that the throttle twist grip be



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