Yamaha MT-07, FZ-07, MT-07TR Tracer, XSR700

Yamaha MT-07, FZ-07, Tracer, XSR700 (2014-2017) Service and Repair Manual

Comprehensive instructions for maintenance, troubleshooting, and overhaul procedures.

1. Introduction

This manual provides specific and detailed instructions for performing maintenance, troubleshooting, and complete overhaul procedures for the Yamaha MT-07, FZ-07, MT-07TR Tracer, and XSR700 motorcycle models manufactured between 2014 and 2017. It is designed to be a comprehensive resource for owners and technicians.

Applicable Models:

- Yamaha MT-07 (2014-2017)
- Yamaha FZ-07 (2015-2017)
- Yamaha MT-07TR Tracer (2016-2017)
- Yamaha XSR700 (2015-2017)

This includes Special Edition models within these ranges.

Image: Front cover of the Haynes Service & Repair Manual for Yamaha MT-07, FZ-07, Tracer, and XSR700 motorcycles, model years 2014 to 2017. The image displays a yellow Yamaha MT-07 motorcycle prominently, with smaller images of a red Tracer and a green XSR700 below it.

2. Safety Information

Always prioritize safety when performing any maintenance or repair procedures. Wear appropriate personal protective equipment (PPE) such as gloves and eye protection. Ensure the motorcycle is stable and securely

supported before beginning work. Disconnect the battery when working on electrical components to prevent accidental activation or short circuits. Refer to specific section warnings and cautions throughout this manual.

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3. Routine Maintenance and Servicing

Regular maintenance is crucial for the longevity and safe operation of your Yamaha motorcycle. This section covers essential checks and procedures.

3.1. Pre-Ride Checks

Before each ride, perform the following checks:

- **Engine Oil Level:** Verify the oil level is within the specified range.
- **Suspension, Steering, and Drive Chain:** Check for proper operation and adjustment.
- **Coolant Level:** Ensure adequate coolant in the reservoir.
- **Legal and Safety Items:** Confirm lights, horn, and mirrors are functional.
- **Tires:** Inspect tire pressure and condition.
- **Brake Fluid Levels:** Check fluid levels in both front and rear brake reservoirs.

3.2. Engine Oil Level Check

To check the engine oil level:

1. Support the motorcycle upright on level ground.
2. Start the engine and let it idle for several minutes until it reaches normal operating temperature, then stop the engine.
3. Allow the motorcycle to stand for a few minutes to allow the oil level to stabilize.
4. Locate the oil level inspection window on the left-hand side of the crankcase. The oil level must lie between the level lines.
5. If the level is below the lower line, unscrew the filler cap from the alternator cover and add the recommended grade and type of oil until the level is correct.
6. Once the correct level is achieved, replace the filler cap.

Bike Care Note: If you frequently add oil, check for leaks or excessive smoke, which may indicate an engine issue. Modern, high-revving engines place great demands on oil, so using the correct oil is vital. Do not use car engine oils.

Engine oil level

Before you start:

✔ Support the motorcycle upright on level ground.
✔ Start the engine and let it idle for several minutes until it reaches normal operating temperature, then stop the engine.
Caution: Do not run the engine in an enclosed space such as a garage or workshop.
✔ Leave the motorcycle undisturbed for a few minutes to allow the oil level to stabilise.

Bike care:

● If you have to add oil frequently, check whether you have any oil leaks. If there is no sign of oil leakage from the joints and gaskets the engine could be burning oil (see *Fault Finding*).

● Always top up with a good quality motorcycle oil of the specified type and viscosity and do not overfill the engine.

The correct oil:

● Modern, high-revving engines place great demands on their oil. It is very important that the correct oil for your bike is used – do not use car engine oils.

Oil type	API grade SG or higher, JASO grade MA
Oil viscosity	SAE 10W40

1 The oil level is visible in the inspection window in the left-hand side of the crankcase. If the window is dirty, wipe it clean. The oil level must lie between the level lines (arrowed).

2 If the level is below the lower level line unscrew the filler cap from the alternator cover

3 Add the recommended grade and type of oil to bring the level almost up to the upper level line. Do not overfill.

4 Check the filler cap O-ring (arrowed) is in place, then screw the cap in. Run the engine, switch it off and wait a few minutes, then check the level again.

Suspension, steering and drive chain

Suspension and Steering:

● Check that the front and rear suspension operates smoothly without binding.
● Check that the rear suspension pre-load is adjusted as required.
● Check that the steering moves smoothly from lock-to-lock.

Drive chain:

● Check that the drive chain slack isn't excessive, and adjust it if necessary (see Chapter 1).
● If the chain looks dry, lubricate it (see Chapter 1).

Image: This composite image illustrates two key maintenance procedures. The top section shows detailed steps for checking the engine oil level, including views of the oil inspection window and the oil filler cap. The bottom section provides an overview of suspension, steering, and drive chain checks, emphasizing proper lubrication and adjustment.

3.3. Suspension, Steering, and Drive Chain

Suspension and Steering: Check that the front and rear suspension operates smoothly without binding. Ensure the rear suspension pre-load is adjusted as required. Verify that the steering moves smoothly from lock-to-lock.
Drive Chain: Check that the drive chain slack is not excessive and adjust it if necessary (refer to Chapter 1 for detailed instructions). If the chain looks dry, lubricate it (see Chapter 1).

4. Engine System

This section covers the engine's top end, lower end, and engine management system. Detailed procedures for disassembly, inspection, and reassembly are provided.

- Engine Top End
- Engine Lower End
- Engine Management System

5. Transmission and Drive

Instructions for servicing the primary drive, clutch, external and internal shift mechanisms, and the drivebelt are included here.

- Primary Drive, Clutch, and External Shift Mechanism
- Transmission and Internal Shift Mechanism
- Wheels, Tires, and Drivebelt

6. Chassis and Suspension

This section details the maintenance and repair of the motorcycle's chassis components, including wheels, tires, and suspension systems.

- Front Suspension and Steering
- Rear Suspension
- Bodywork

7. Brakes

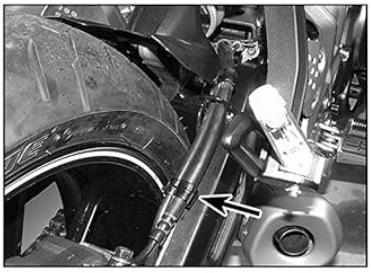
This section provides comprehensive instructions for inspecting, maintaining, and replacing components of the braking system, including brake pads, calipers, and fluid.

7.1. Rear Brake Pad Replacement

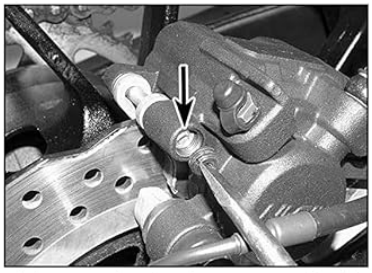
For models with ABS, ensure proper procedures are followed to avoid damaging the ABS system. The following steps outline the general process for rear brake pad replacement:

1. Release the clip (arrowed).
2. Remove the plug, then unscrew the pin (arrowed).
3. Unscrew the bolts/slider pins.
4. Lift the caliper up off the disc and remove the pads.
5. Remove the anti-chatter plates.
6. Clean the caliper and inspect for wear or damage.
7. Install new pads, ensuring anti-chatter plates are correctly positioned.

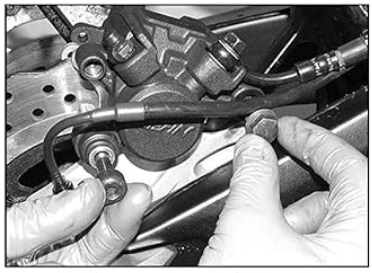
8. Reassemble the caliper and secure it.
9. Pump the brake lever/pedal several times to seat the new pads before riding.



6.1 Release the clip (arrowed)



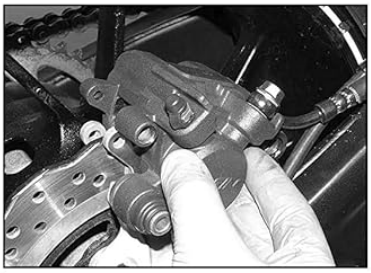
6.2 Remove the plug then unscrew the pin (arrowed)



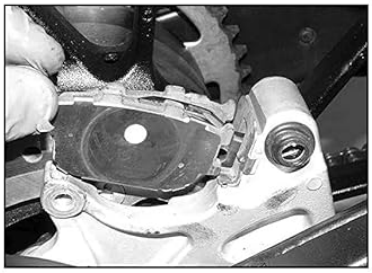
6.3 Unscrew the bolts/slider pins

6 Rear brake pads

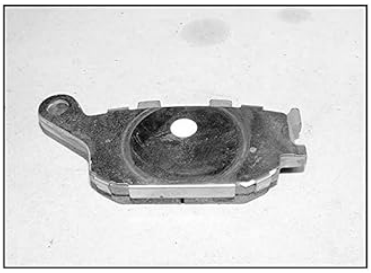
1 On models with ABS release the clip joining the brake hose and wheel sensor wire **(see illustration)**.
2 Unscrew the pad retaining pin plug, then unscrew the pad pin **(see illustration)**.
3 Unscrew the caliper mounting bolts/slider pins **(see illustration)**.
4 Lift the caliper up off the disc and remove the pads **(see illustrations)**. Do not operate the brake pedal while the caliper is off the disc.
5 The pads have two-piece anti-chatter shim sets clipped to the back – if required for cleaning, ease the shims and their insulators off **(see illustration)**.Replacement pads should come with new shim sets fitted. Make sure they do, especially if fitting after-market pads – if not they can be obtained separately if required, or use the ones from the old pads.
6 Inspect the surface of each pad for contamination and check that the friction material has not worn down to the service limit (see Chapter 1, Section 14). If either pad is worn down to, or beyond the limit, is fouled with oil or grease, or is heavily scored or damaged, fit a new set of pads. It is not possible to degrease the friction material – if the pads are contaminated in any way fit new ones.
7 If the pads are in good condition clean them carefully, using a fine wire brush that is completely free of oil and grease, to remove all traces of road dirt and corrosion. Using a pointed instrument, dig out any embedded particles of foreign matter. Spray the pads with brake system cleaner.
8 Spray the inside of the caliper with brake system cleaner, paying particular attention to the exposed section of the piston to remove any dirt or debris that could cause the seals to be damaged.
9 If new pads are being fitted, push the piston all the way back into the caliper to create room for them (but see Step 11 for machines fitted with ABS). Push the piston using finger pressure or a piece of wood as leverage, or place the old pads back in the caliper and use a large, flat-bladed screwdriver inserted between them **(see illustration)**. Alternatively obtain a piston retracting tool from a good tool supplier.
10 On standard (non-ABS) models, as the piston is pushed into the caliper, brake fluid will be displaced back through the master cylinder and into the reservoir. Depending on the initial level, it may be necessary to remove the reservoir cap, plate and diaphragm, and siphon out some fluid (see *Pre-ride checks*).
11 On ABS models it is necessary to open the caliper bleed valve to enable the piston to be pushed back into the caliper. Remove the bleed valve cap, then attach a length of clear hose to the valve and place the open end in a suitable container **(see illustrations 11.17a and b)**. Open the valve and push the piston in as described in Step 9. Take great care not to draw any air into the system. If in doubt, bleed the brake afterwards (Section 11). When the piston is fully retracted tighten the bleed valve, remove the hose and fit the cap.
12 If the piston appears to be sticking in the caliper, the caliper must be overhauled (Section 7).
13 Check the condition of the brake disc (see Section 8).
14 Clean and check the condition of the rubber boots, and replace them with new ones if necessary – the sleeve fitted in the rear boot must be transferred to the new boot **(see**



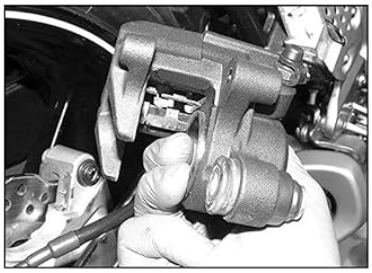
6.4a Lift the caliper off ...



6.4b ...then remove the pads



6.5 Remove the shim and its backing from each pad



6.9 You should be able to push the piston in using finger pressure

Image: This image illustrates the process of maintaining the brake system, specifically focusing on the rear brake pads. It shows various components of the brake caliper, including clips, pins, and pads, with visual cues for removal and installation. The image also depicts the process of removing and replacing the brake pads.

8. Electrical System

This section covers all electrical components, including wiring, fuses, and the engine management system. Detailed color wiring diagrams are provided to assist with troubleshooting and repairs.

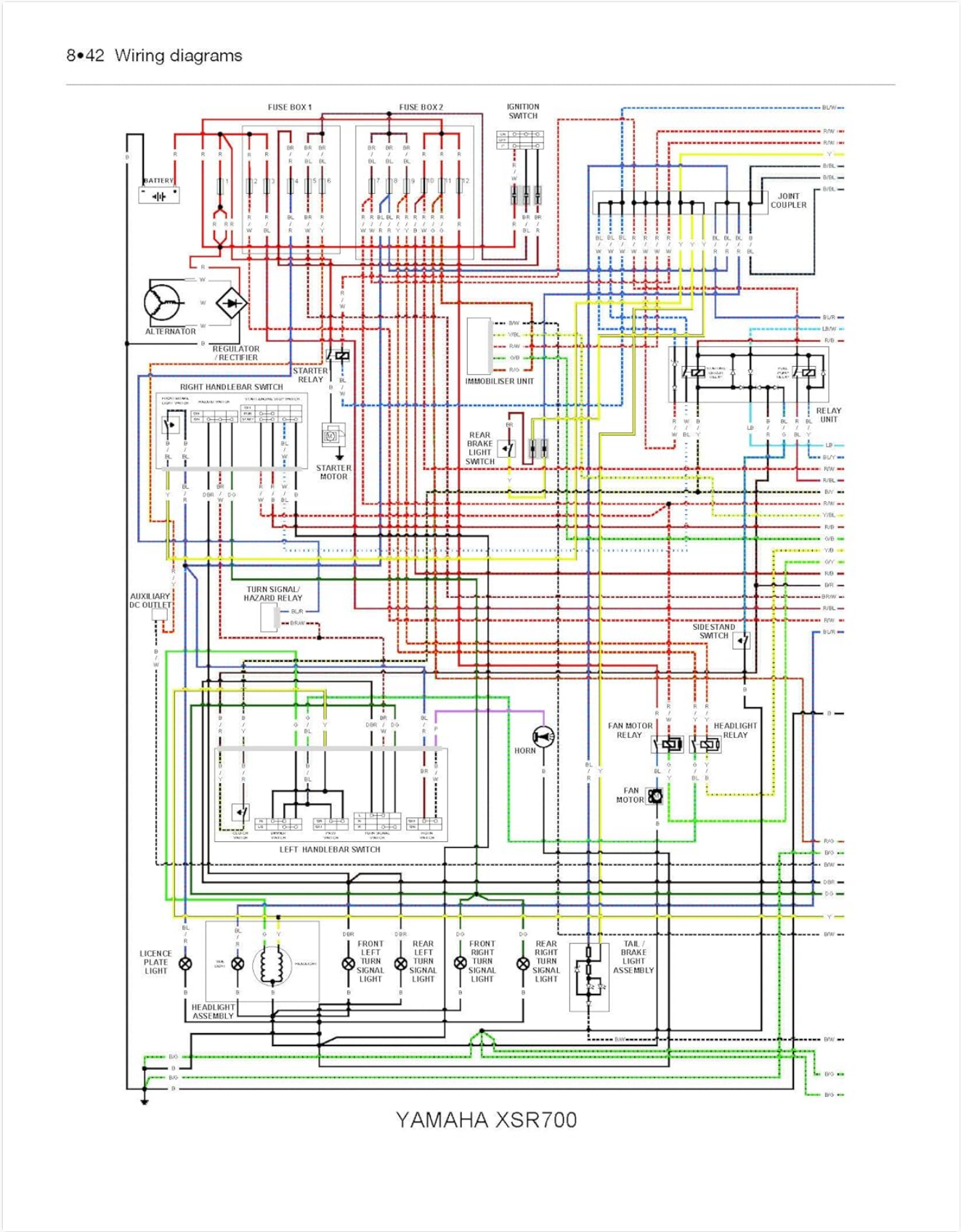


Image: A detailed color wiring diagram for the Yamaha XSR700 motorcycle. It shows the connections between various electrical components such as the battery, fuses, ignition switch, regulator/rectifier, starter motor, lights, horn, and engine management unit, using different colored lines to represent circuits.

9. Troubleshooting

This section provides guidance on diagnosing common issues. It includes a fault finding chart to pinpoint specific problems and offers solutions for various symptoms related to engine, electrical, and chassis components.

- General troubleshooting steps
- Fault finding charts
- Technical terms explained

10. Specifications

Refer to this section for detailed technical specifications, torque settings, and fluid capacities for your motorcycle. This information is crucial for proper maintenance and assembly.

- Engine specifications
- Chassis specifications
- Electrical specifications
- Lubricants and fluids types and capacities
- Conversion factors

11. Tools and Workshop Tips

This manual includes valuable insights into tools and workshop practices. It provides guidance on selecting the right tools for the job and offers tips to simplify complex tasks, such as removing parts without specialized equipment.

- Recommended tools
- Workshop safety practices
- Tips for difficult tasks

12. Warranty and Support

This service and repair manual focuses on providing detailed instructions for maintenance and repair procedures. It does not cover warranty information for your Yamaha motorcycle. For details regarding your vehicle's warranty, please refer to the official Yamaha owner's manual or contact an authorized Yamaha dealer.
For additional support or specific technical inquiries not covered in this manual, it is recommended to consult a certified motorcycle mechanic or contact Yamaha customer service directly.

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