YAMAHA

SERVICE MANUAL

G1A/M/E/M (3/4/5)

T-11616-G1-83

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Item \ Model	G1-AM3
Oil tank:	
Oil	Yamalube Golf Car oil or if not available, any two stroke oil that is B.I.A. certified for service T.C.W.
Oil tank capacity	1.7 L (1.5 Imp qt, 1.8 US qt)
Oil tank position	Top of left rear fender
Material/Color	Polyethylene/White
Jet senser:	
Type	One hole (ϕ 0.85) orifice plate type with cleaner: Wire
Pipe dia./Material	ϕ 6.35 mm (0.25 in)/Stainless

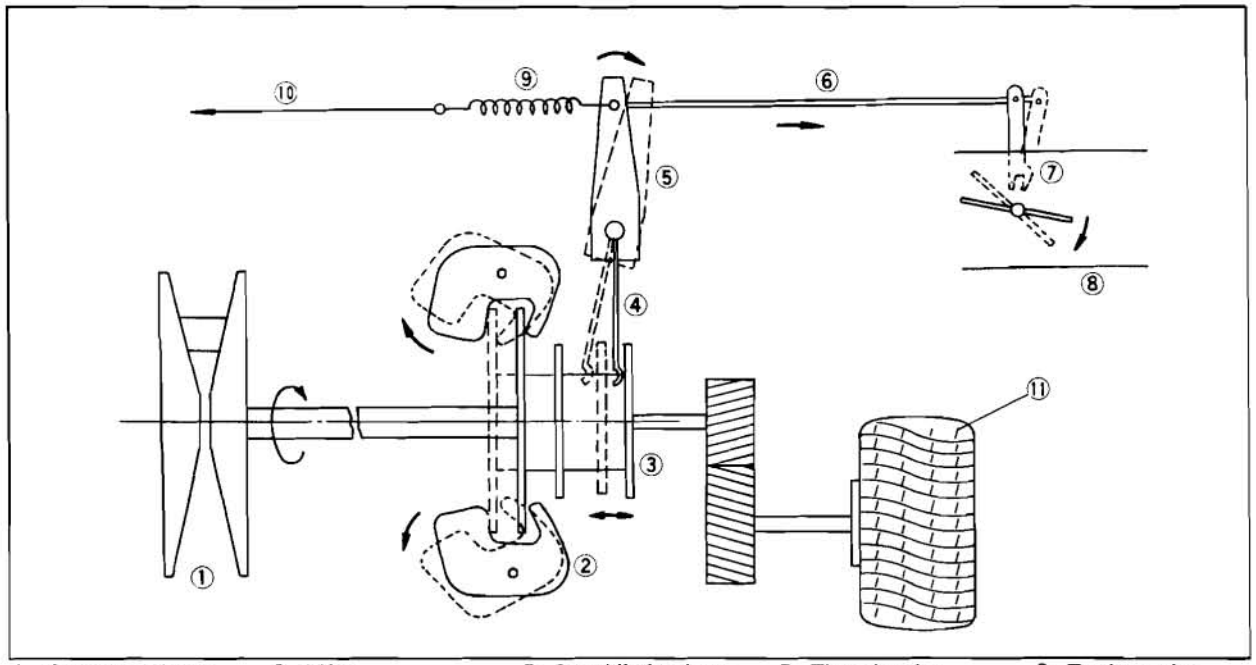
C. Transmission

Item \ Model	G1-AM3
Transmission:	
Type	V-belt automatic centrifugal engagement
Primary reduction ratio	3.1 : 1 ~ 0.8 : 1
Clutch engagement r/min	1,500 r/min
Shift r/min	3,600 r/min
Primary spring:	
Parts No.	90501-32557
Outside dia. x Wire dia.	42.9 x 3.2 mm (1.69 x 0.126 in)
Set load/Spring rate	7.8 kg/0.372 kg/mm
No of turns/Free length	6.5/82 mm (2.95 in)
Color code	Cr plated (Silver)
Secondary spring:	
Part No.	90501-45600
Outside dia. x Wire dia.	54.5 x 4.5 mm (2.15 x 0.177 in)
No. of turns/Free length	6.37/101 mm (3.98 in)
Color code	Cr plated (Gold)
Torque cam angle	Forward 50 deg/Reverse 45 deg
Sheave center to center distance	231 mm (9.09 in)
Sheave offset	26 mm (1.02 in)
V-belt part No.	J17-46241-00
V-belt width and outer line length	31 x 925 mm (1.22 x 36.4 in)
V-belt wear limit	27 mm (1.06 in)
Differential/Reduction gear:	
Secondary reduction system	Helical gear
Secondary reduction ratio	2.952 x 4.588
Differential type	SPUR gear 4 pinion
Lubricant/Capacity	SAE 90 Gear oil/800 cm^3 (27 oz.)
Governor:	
Type	Oil bath flyweight
Adjustment	Screw with locknut
Factory speed setting	19 km/h (12 mph)

CHAPTER 1. GENERAL INFORMATION

1

A. Construction



1. Secondary sheave
2. Weight
3. Lifter
4. Governor fork
5. Speed limiter lever
6. Throttle rod
7. Throttle valve
8. Carburetor
9. Torsion spring
10. Throttle wire
11. Rear wheel

B. Operation

The Yamaha golf car is equipped with a speed limiter. This speed limiter automatically controls the maximum car speed to about 12 MPH (19 km/h) so smooth and quiet operation can be ensured.

The main parts of the speed limiter are housed in the transmission case.

Function	(Parts)
Car speed detection	(Secondary shaft)
Turn	(Weight retainer assembly)
Collar is moved by centrifugal foce	(Weight)
Movement of weight is transmitted to fork	(Lifter)
Throttle valve is controlled	(Rod)
Engine output is controlled	(Carburetor throttle valve)

The car speed is transmitted to the weight assembly through the secondary shaft from the rear wheel.

The weight assembly turns according to the car speed, and centrifugal force is produced by the weights installed in the weight assembly.

By this centrifugal force, the weights are thrown outward and cause the lifter to move the fork so that the throttle valve opening is controlled.

The force applied to the accelerator pedal is transmitted to the throttle valve through the spring.

When the car speed exceeds 12 MPH (about 19 km/h), the centrifugal force of the weights (2) increases, and the force on the fork (4) and lever (5) also increases.

The force produced overcomes the force of the spring (9), and causes the throttle valve (7) to close partially as required. Thus the car speed can be controlled to lower than 12 MPH.

YAMAHA AUTOLUBE

A. Description of autolube pump (Autolubrication system)

PURPOSE OF THE AUTOLUBE

The Yamaha Golf Car employs an oil injection system called "Yamaha Autolube Pump" which is a revolutionary new lubrication device for golf cars.

The adoption of the Yamaha Autolube Pump in golf cars eliminates the following problems:

- Pre-mixing of oil with gasoline
- Smoky exhaust and offensive smell of exhaust gases
- Inadequate or excessive oil supply

The Autolube Pump will thus greatly contribute to golf link environmental protection and enjoyable golfing.

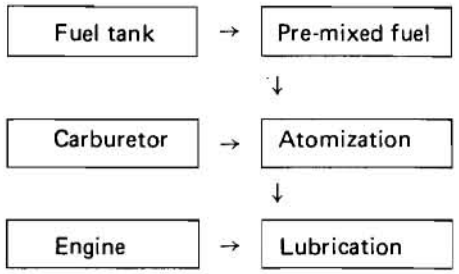
MERITS OF THE AUTOLUBE

1. Oil supply to meet the demand of the engine
   The Autolube Pump supplies an optimum quantity of oil depending on the engine speed and load (Output).
2. Reduced exhaust smoke and offensive exhaust gases. By supplying an optimum quantity of oil, the gasoline-oil ratio can be maintained between 150:1 ~ 300 : 1, and exhaust smoke and offensive smell is reduced. In addition, maintenance frequency for the spark plug, cylinder and piston is reduced because of decreased carbon deposits.
3. As the quantity of oil contained in gasoline particles is decreased, the fuel combustion efficiency is improved. (The result is better fuel economy.)
4. Oil consumption is reduced
   An optimum quantity of oil is supplied depending on the engine demand. Oil consumption is reduced to about half that of the pre-mix lubrication. Oil use is approximately 2,000 km/liter (1,900 km/qt). (There will be a slight difference from golf course to golf course.)
5. Refueling is easy.
   No pre-mixing of oil with gasoline is necessary, so refueling is very simple.

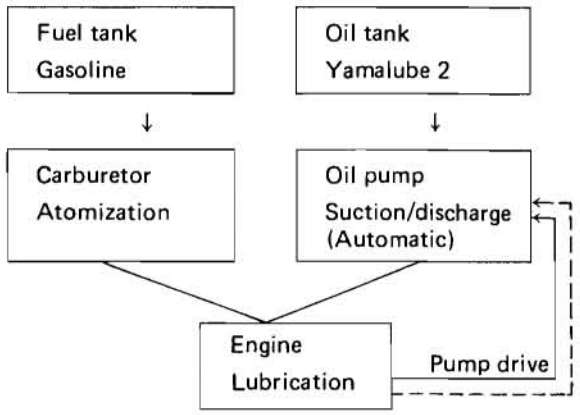
B. Autolube pump mechanism

LUBRICATION METHOD

1. Pre-mixed fuel lubrication (Standard type)



2. Yamaha Autolube



3-Way universal puller
P/N 90890-01990
(YU-90105)

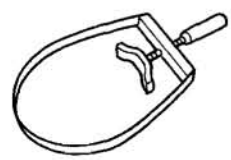
Ring nut wrench (Main switch for J10/J16)
P/N 90890-01268
(YU-01268)

Secondary sheave holder
P/N 90890-01705
(N. A.)

P/N (YG-40103)

Sheave holder
P/N 90890-01701
(N. A.)

P/N (YS-01880)



PERIODIC INSPECTIONS AND ADJUSTMENTS

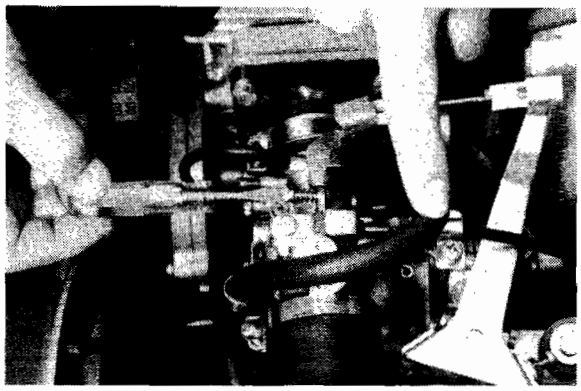
2-1. INTRODUCTION

This chapter includes all information necessary to perform recommended inspections and adjustments. These preventive maintenance procedures, if followed, will ensure a more reliable vehicle operation and a longer service life. The need for costly overhaul work will be greatly reduced. This information applies to vehicles already in service and also to new vehicles that are being prepared for sale. All service technicians should be familiar with this entire chapter.

2-2. PERIODIC MAINTENANCE TABLE

G1-A3

Item	Check point	Interval					Replace (years)
		Pre-operate	After 1 mon.	After 3 mon.	Every 6 mon.	Every 12 mon.	
Steering:							
Handle	Tightness, excess play	○	○	○	○	○	
	Handling (shaking, pulling to one side, stiffness)	○	○	○	○	○	
Gear box	Oil leakage Oil capacity: 0.16 US qt. (150 cc)/SAE 90 (with the front wheels steered straight)			○	○	○	
	Tightness of bolts			○	○	○	
Rods and arms	Tightness, play, damage				○	○	
	Wear on joints, and loose connections					○	
Knuckle	Tightness of joint				○	○	
	Cracks					○	
Steering	Wheel alignment Toe-in, 10 ~ 20 mm (Unloaded) 0 mm (Fully loaded)					○	
	Steering angle Inward 40°, outward 30°					○	
Kingpin	Play					○	
	Tightness					○	
Braking:							
Brake pedal	Brake wire end play 0.1 ~ 0.5 mm (0.004 ~ 0.020 in)	○	○	○	○	○	
	Braking efficiency	○	○	○	○	○	
Parking brake	Braking efficiency and releasing timing	○	○	○	○	○	
	Wear and damage to ratchet			○	○	○	
	Tightness and play of brake rod and cable, and damage to them • Replace brake cable every 2 years.			○	○	○	2
Brake drum and brake shoes	Wear on shoes and lining Lining thickness: 4 mm (0.16 in) Wear limit (minimum thickness): 1 mm (0.04 in)					○	
	Wear on drum and damage to it					○	
Undercarriage:							
Front axle	Cracks, deformation or any other damage				○	○	
Rear axle housing	Cracks, deformation or any other damage				○	○	
Wheel	Tire pressure 0.8 kg/cm² (12.0 psi) both tires	○	○	○	○	○	
	Cracks, damage, or hard objects imbeded in tires	○	○	○	○	○	
	Tire groove depth and abnormal tread wear Min. tire groove depth: 1.0 mm (0.04 in)		○	○	○	○	
	Tightness of wheel nuts			○	○	○	
	Damaged to wheel rims			○	○	○	
	Play of front wheel bearing				○	○	
	Play of rear wheel bearing				○	○	



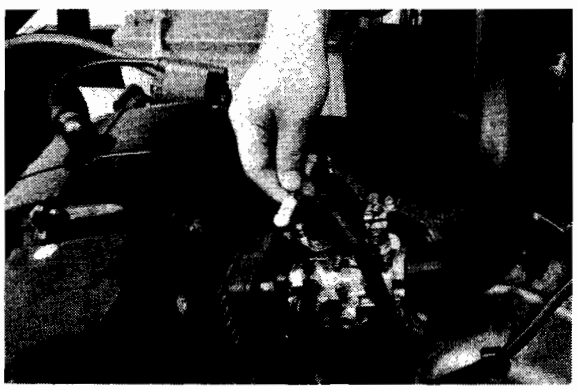
Standard throttle stop screw setting:
2 turns in after touching

NOTE:
The J17 has been designed with importance on both fuel economy and riding comfort, but if additional riding qualities are required, the following throttle stop screw setting is recommended;

Recommended throttle stop screw setting:
4 turns in

2 PRACTICAL ADJUSTMENT PROCEDURE

a. Start the engine and warm up for one or two minutes, then stop the engine.
b. Open the rear cowl body
c. Remove the drive V-belt
d. Remove the clip and load ass'y

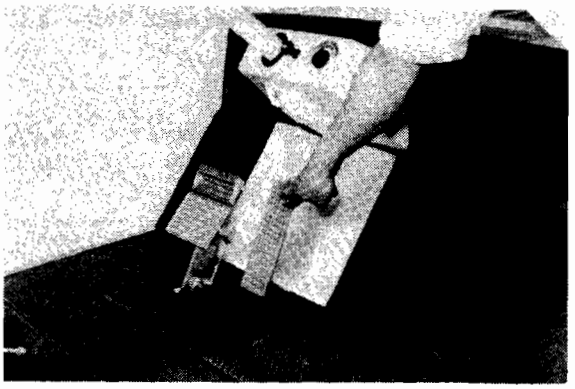


e. Check the pilot screw setting

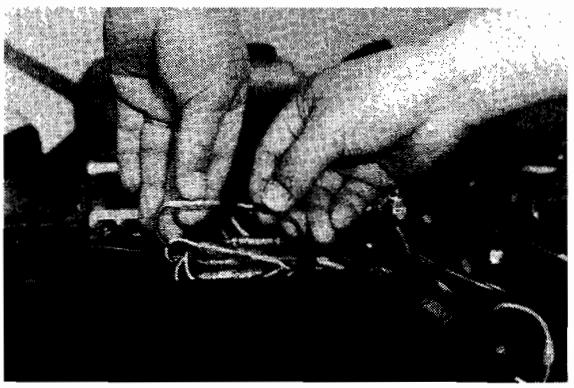
Standard pilot screw (P.S.):
1.0 turn out

f. Set the tachometer (90890-03113-00).

g. Turn the main switch to "FORWARD" position, and depress the accelerator only enough to start the engine.



NOTE:
With the black/white connector removed, the engine should keep on running even after taking your hand off the accelerator pedal.



h. Check to be sure that the throttle arm is resting on the stop screw and turn the slow stop screw in and out.

Adjustment	Idling speed
Tightening	Increasing
Loosening	Decreasing

Standard idling speed:
Without drive belt: 1,200 r/min
With drive belt: 1,100 r/min

WARNING:
If the idling speed is too high the car will start off immediately when the engine is started, causing a dangerous situation to occur.

NOTE:
Once the throttle stop screw has been properly adjusted, no readjustment is required. (It is properly set at the factory.)

E. Engine Bracket Tensioner

Check to see that the gap between the damper and rear arm bracket is 0.5 mm (0.02 in).

Standard gap between damper and rear arm bracket: 0.5 mm (0.02 in)

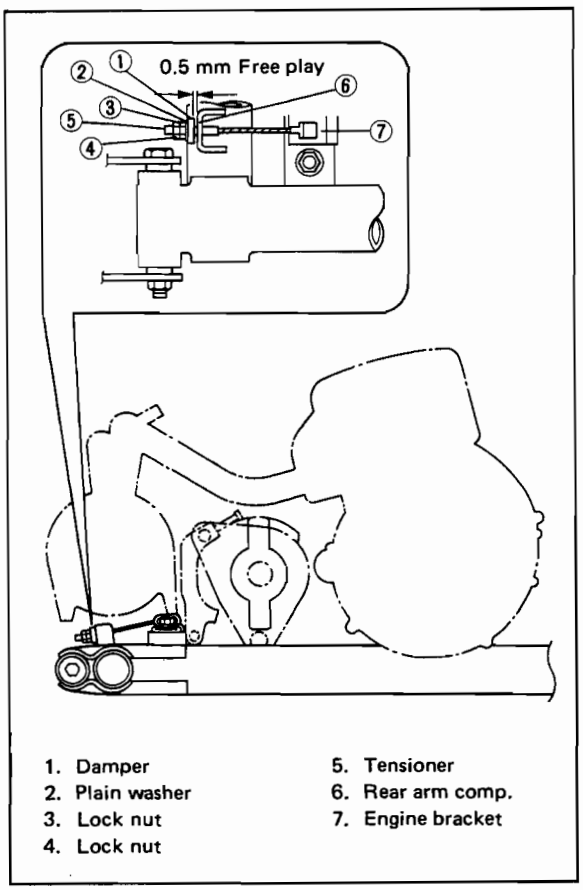
CAUTION:

- **If there is no gap, that is, if the damper is in contact with the rear arm bracket, the engine vibration will transfer to the seat, thus impair riding comfort.**
- **On the contrary, an excess gap will have an adverse effect on the operation of the clutch drive belt.**

ADJUSTMENT

Insert the thickness gauge into the gap between the damper and rear arm bracket, and tighten the double locknut.

Next, remove the thickness gauge, and check to see that the tensioner wire moves.



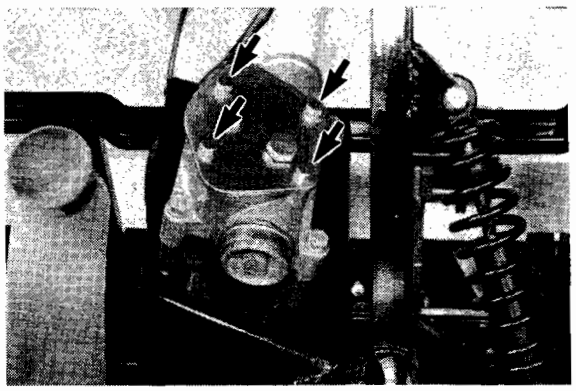
1. Damper
2. Plain washer
3. Lock nut
4. Lock nut
5. Tensioner
6. Rear arm comp.
7. Engine bracket

F. Steering

1. Steering check

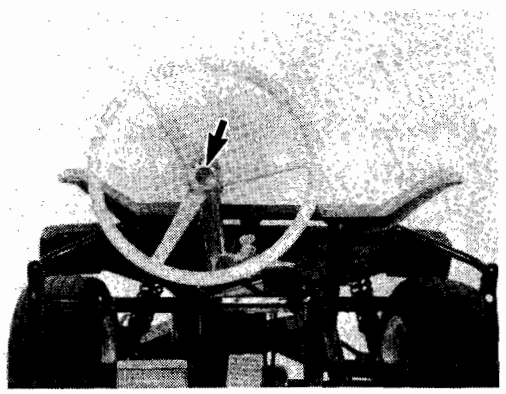
a. Turn the steering wheel to full extent both left and right and check for smooth operation. Pull and push the wheel forwards and backwards and check for free play.

b. If the steering column has free play, retighten the steering gear box mounting bolts.



c. If the steering wheel is loosely installed, retighten the steering wheel nut.

Tightening torque: 30 Nm (3.0 m·kg, 21 ft·lb)

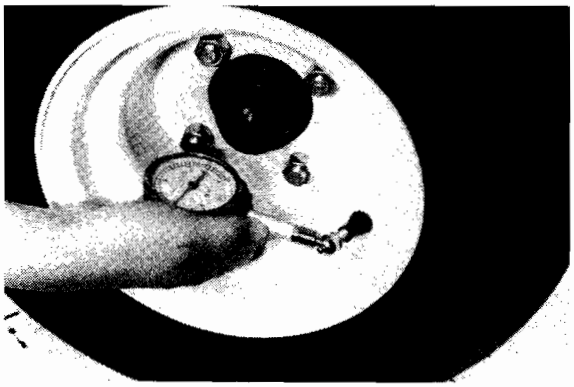


A. Tires

Check tire pressure. Tire pressure should be 14 psi (1.0 kg/cm²) for both front and rear tires. Check for wear or damage to the tires and replace any tire that is damaged or exceeds wear limits.

Tire pressure: 14 psi (1.0 kg/cm²)

Minimum tread depth: 1 mm (0.04 in)

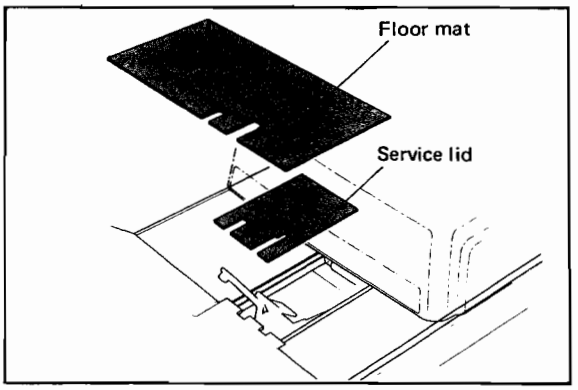


B. Brakes

PROCEDURE:

1. Brake shoe adjustment:
   Brake shoes are self-adjusting. Before the initial start on a new car, just step down on the brake pedal about a few times to make sure that braking works.
2. Linkage adjustment:

a. Remove the floor mat and floor panel (service lid), which is located to the rear of the brake pedal.

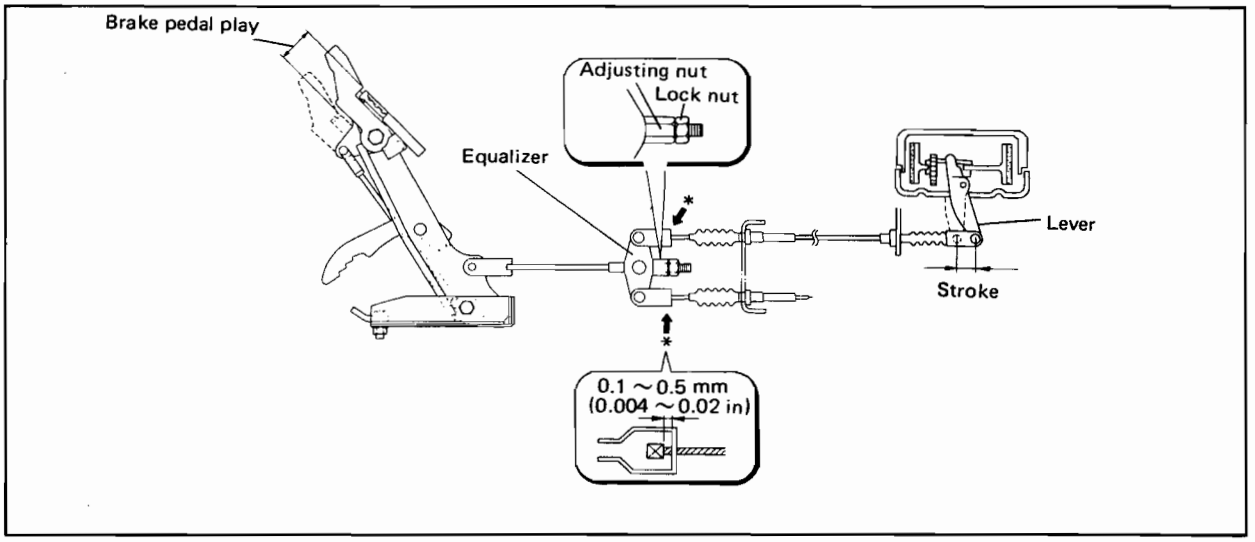


b. While supporting the equalizer by hand to keep the length of the brake wire horizontal, check the brake wire end play as illustrated.

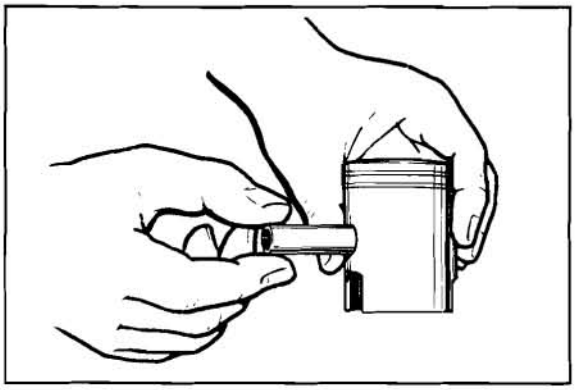
Brake wire end play: 0.1 ~ 0.5 mm (0.004 ~ 0.02 in)

WARNING:

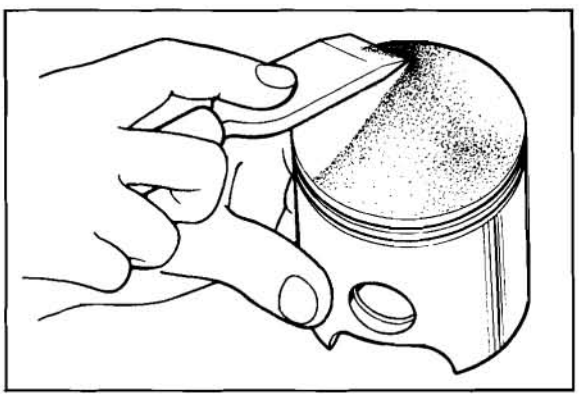
1. **To provide the brake shoe self-adjusting lever with an effective stroke, the brake wire end (as illustrated below) must be set just tight enough not to be loose (0.1 ~ 0.5 mm play). If the brake wire end play is too tight, it will not enable the self-adjusting device to work, thereby causing the brake pedal play A to increase with the resultant poor braking**
2. **feel.**
   will cause the brake pedal play A to increase accordingly, also resulting in a bad braking feel.



e. The piston pin should have no noticeable free play in the piston. If the piston pin is loose, replace the pin and/or piston.



2. Piston
a. Remove the piston rings.
b. Remove any carbon deposits from piston crown.

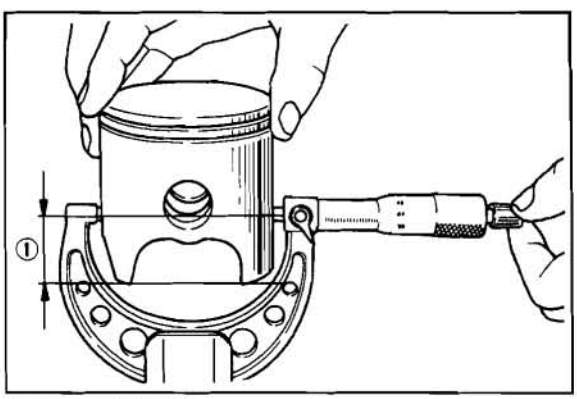


c. Carefully remove any carbon deposits from the ring grooves with a broken ring.
d. Remove score marks and lacquer deposits from the sides of the piston using 600 ~ 800 grit wet sandpaper. Lightly sand in a crisscross pattern. Do not sand excessively.

e. Wash the piston in solvent, and dry it with compressed air.

f. Measure the outside diameter of the piston at the piston skirt.
The measurement should be made at a point 10 mm (0.39 in) above the bottom edge of the piston. Place the micrometer at a right angle to the piston pin.
The maximum piston diameter subtracted from the minimum cylinder diameter gives the piston clearance. If the clearance is beyond tolerance, hone the cylinder to tolerance or bore it to the next oversize and install an oversized piston.

Piston clearance: Minimum ..... 0.035 mm (0.0014 in) Maximum..... 0.050 mm (0.0020 in)
Piston oversize: 68.25 mm (2.687 in) 68.50 mm (2.697 in)



1. 10 mm (0.39 in)

3. Piston rings
a. Check the rings for scoring. If any severe scratches are noticed, replace the rings as a set.
b. Push the ring into the cylinder, and measure the ring end gap with a feeler gauge. Push the ring into the cyinder with the piston crown so the ring will be at a right angle to the cylinder bore. If the end gap is not within specification, replace the rings as a set.

Ring end gap, installed: Minimum ..... 0.20 mm (0.0079 in) Maximum ..... 0.40 mm (0.0157 in)

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CHAPTER 4. CARBURETION

4

5. Remove the sliding sheave, the spring, and the spring seat. The spring seat has a spline.

B. Inspection

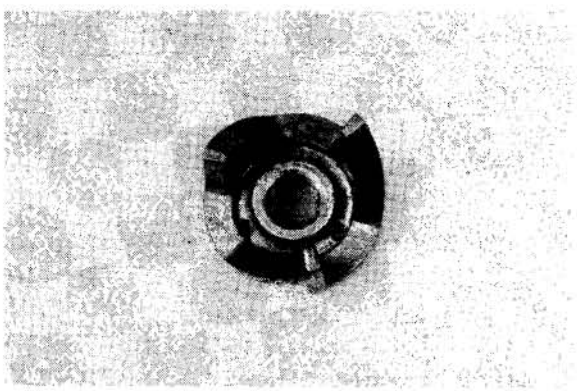
1. Inspect both sheaves. If either is warped, replace it.
2. Inspect the ramp shoes on the sliding sheave and spring seat. Replace as necessary.
3. Check the sheave bushings for wear; replace the bushing as required.
4. Check the spring. If it is fatigued or damaged, replace it.

C. Assembly

1. Install the spring seat onto the input shaft.
2. Be sure the spring is in one of the holes.

NOTE:

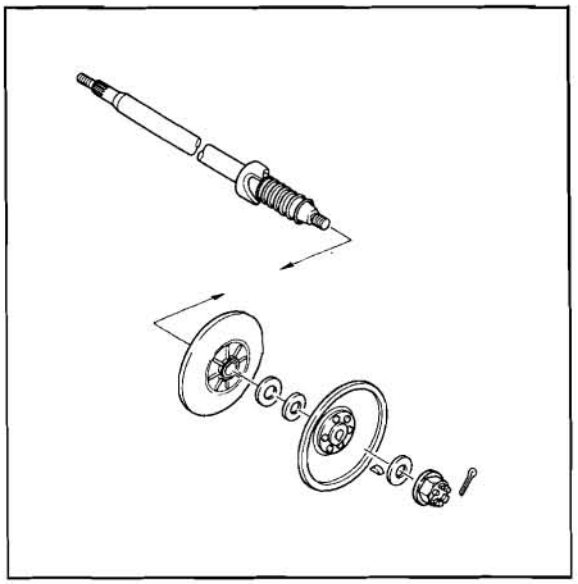
The three holes in the spring seat are for convenience only. Seating the spring in a different hole will not change the spring preload.



3. Install the sliding sheave onto the input-shaft. Be sure the spring engages the hole in the sheave.

NOTE:

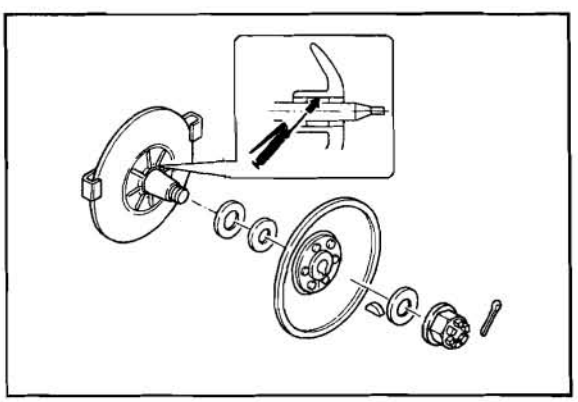
Clean all from the input-shaft and fixed-sheave tapers.



4. Starting from the free position, rotate the sliding sheave clockwise to preload the spring, and push the sheave towards the transmission case. Lock the sliding sheave in place with the secondary sheave holder.

Secondary sheave holder: 90890-01705

5. Install the key in the input shaft, and install the fixed sheave. Grease the indicated point.



6. Install the washer and securing nut. Torque the nut to specification.

Tightening torque: 40 ~ 80 Nm (4.0 ~ 8.0 m·kg, 29 ~ 58 ft·lb)

7. Install the cotter pin.

NOTE:

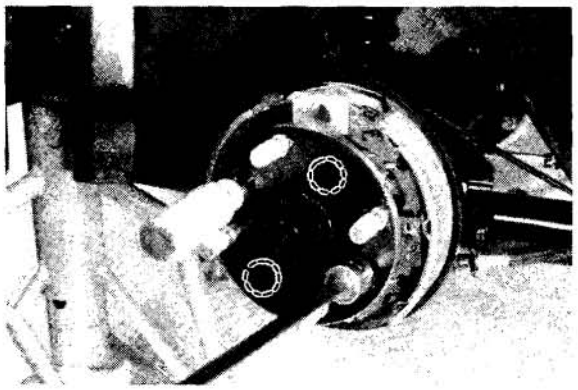
Always use a new cotter pin.

8. Wipe both sheaves. They should be free from oil and grease.

7. Bring the axle plate access holes to align with the four holding bolts.

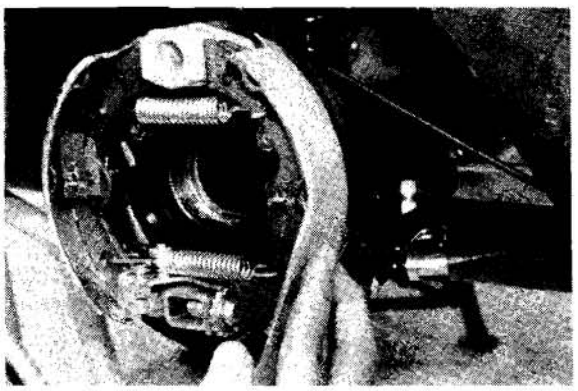
CAUTION:

Make sure that no grease or water comes in contact with the brake drum or shoe surfaces.



Tightening torque:
30 Nm (3.0 m·kg, 22 ft·lb)

8. Lightly sand paper the contact surfaces of the shoes and brake drum.

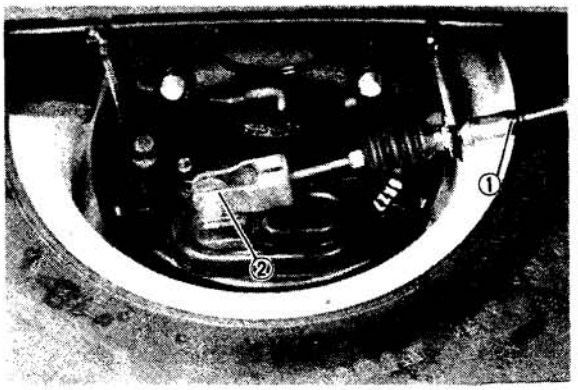


9. Install the brake drum.
10. Check that the adjusting arm is in mesh with the ratchet. (Refer to the brake shoe adjustment on page 2-18.) Adjust if necessary.
11. Turn wheel unit as so far assembled.
12. If the wheel rubs and doesn't turn easily replace the brake drum and check brake shoe.
13. Lower the car and tighten the wheel nuts completely.

Tightening torque:
80 Nm (8.0 m·kg, 58 ft·lb)

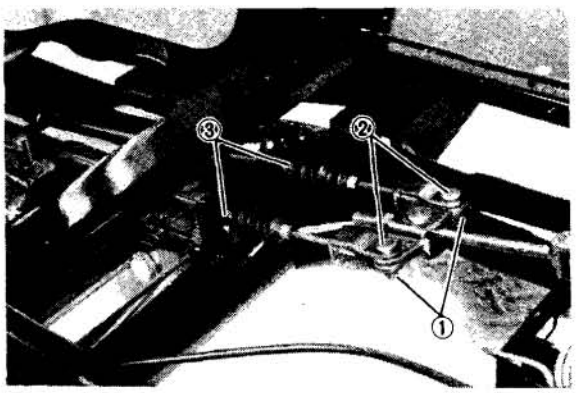
E. Cable Replacement

1. Disconnect the cable from the back of the rear wheel.



1. Brake cable 2. Pin clevis

2. Disconnect the cable from the under side of the floor board.



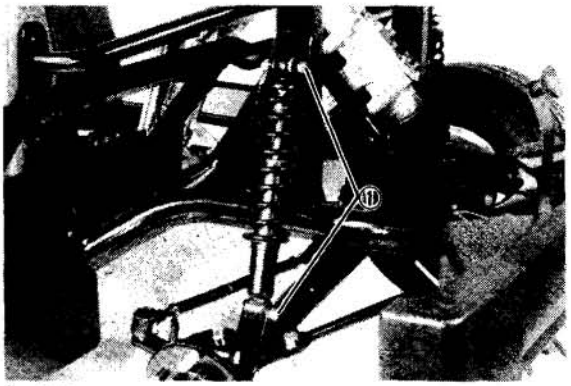
1. Split pin 2. Clevis pin 3. Circlip

3. Install the new cable in reverse order. Be sure that the new cable is placed in the same location as the original, and protected from damage or interference.

6-7. SHOCK ABSORBER AND SPRING ASSEMBLY

A. Removal

1. Place a jack under the frame and jack up the car.
2. For safety, place blocks under the car.
3. Remove the wheel nuts, and remove the wheels.
4. Loosen the 2 bolts securing the shock absorber and spring assembly. While supporting the lower arm, remove the shock absorber spring assembly.

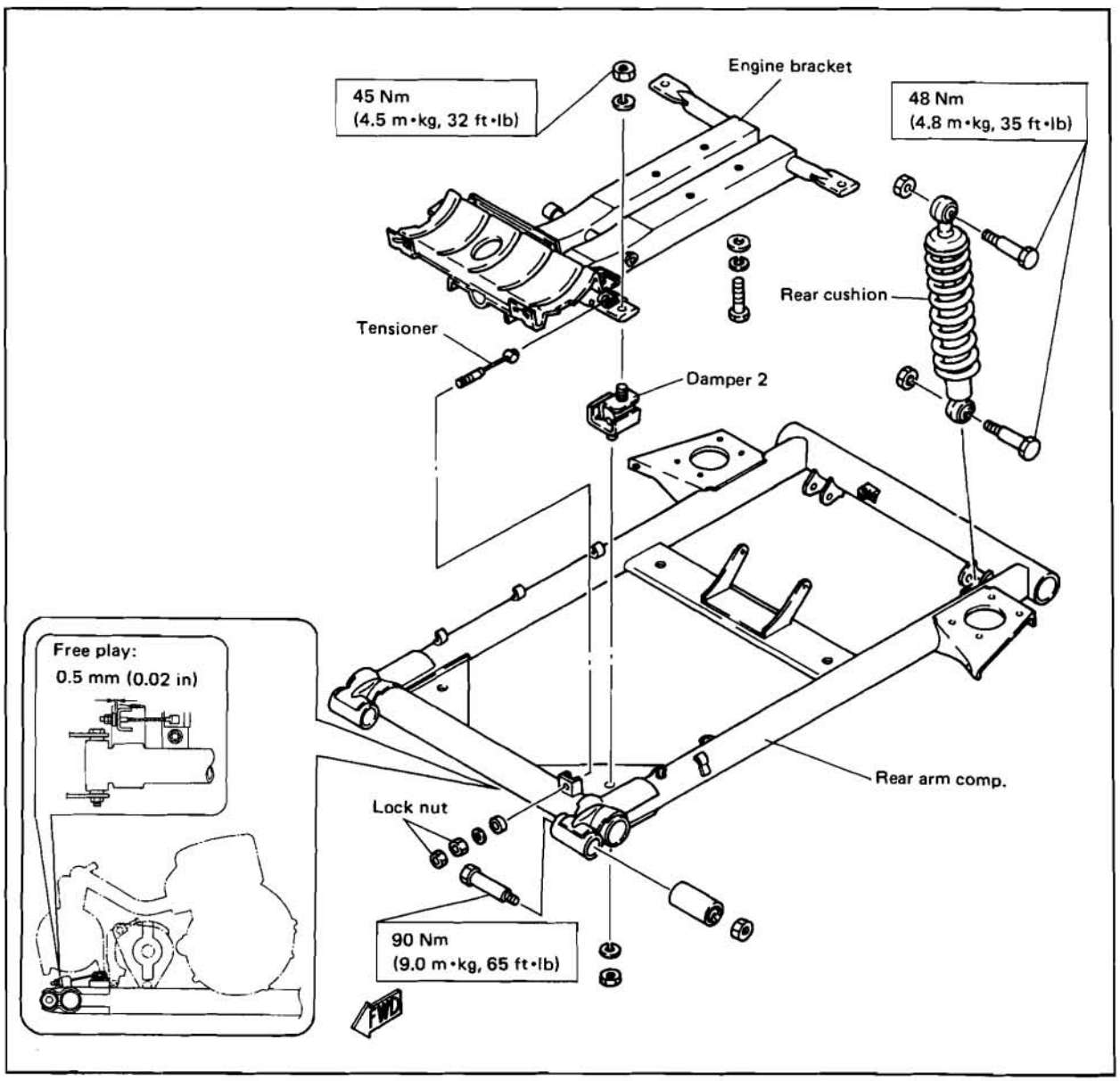


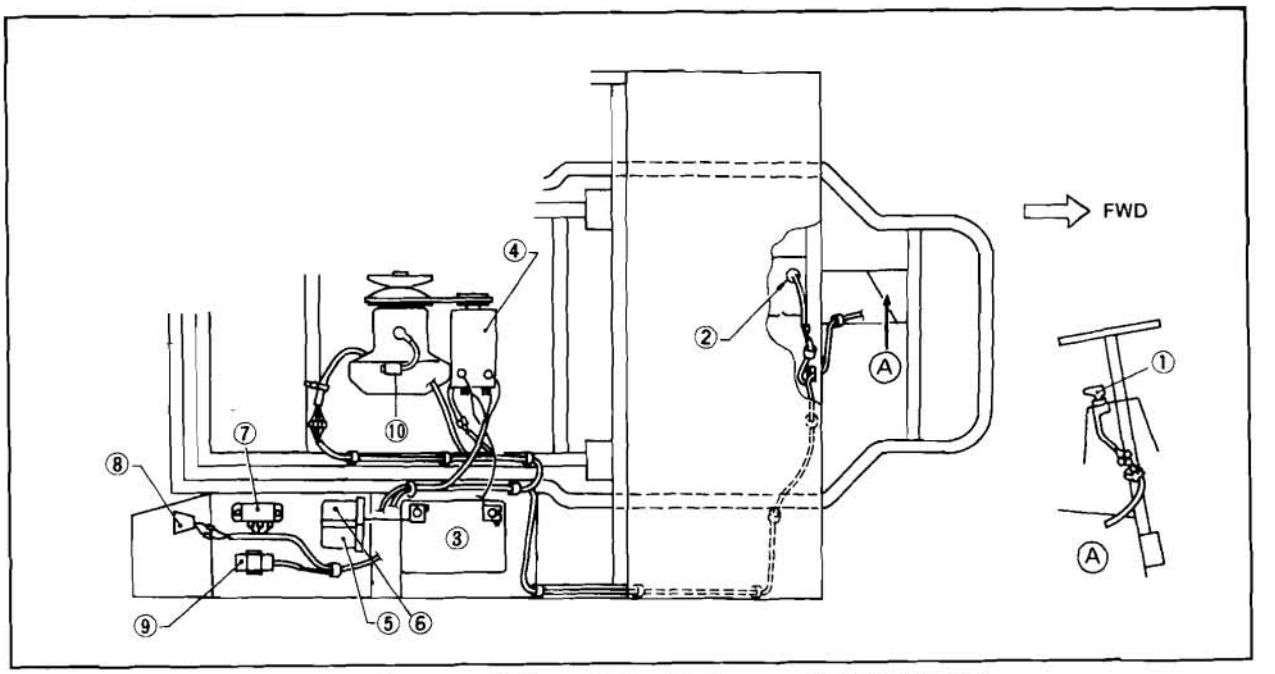
1. Bolts

B. Replacement

For assembly, reverse the procedure for disassembly.

6-8. REAR SHOCK ABSORBER SPRING ASSEMBLY





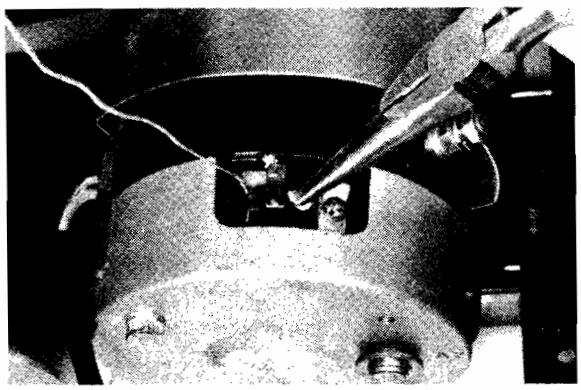
1. Main switch assembly
2. Accelerator stop switch
3. Battery
4. Starter generator assembly
5. Forward solenoid relay
6. Reverse solenoid relay
7. Voltage regulator assembly
8. Back-up buzzer
9. CDI unit assembly
10. Ignition coil ass'y

1. Main switch:
   Changes the direction of car from Forward to Reverse or vice versa. Locks the ignition. After starting the engine, it allows current to flow to the solenoid.
2. Accelerator stop switch:
   When the accelerator pedal is depressed, the magneto circuit is opened to allow the engine to start. When released, current from charge is grounded to the chassis, thus stopping the engine.
3. Battery:
   Supplies power to starter and back-up buzzer.
4. Starter generator:
   Serves as starter when receiving current from battery to start the engine, and acts as generator after the engine starts.
5. Forward solenoid relay:
   Current flows from battery to starter.
6. Reverse solenoid relay:
   Current flows from battery to starter in the reverse direction.
7. Voltage regulator:
   Controls charging current flowing from shunt coil in starter generator.
8. Back-up buzzer:
   Gives an alarm when backing the car.
9. CDI unit:
   Stores current from the CDI magneto charge coil in condenser, and discharges stored current to the primary winding of the ignition coil when triggered by the pulser coil.
10. Ignition coil:
    Produces a high voltage in the secondary side when current flows to the primary side from CDI unit.

NOTE:

When installing the starter generator, torque the mounting bolt to 15 Nm (1.5 m·kg, 11 ft·lb). Take care that the V-belt tension is correctly set.

2. Disassembling the starter generator
   a. Remove the four grommets located around the generator.
   b. Remove the brush mounting screws, pull up the brush spring with a thin wire, and remove the brushes.
   c. Remove the two bolts securing the cover on the brush side, and remove the cover.
   d. The cover on the pulley side can now be removed, together with the armature.

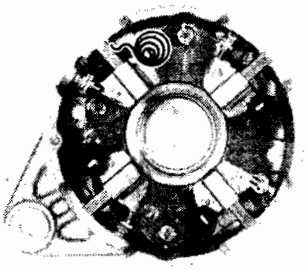


3. Assembling the starter generator
   a. Put the armature inside the stator, and align the stator locating pin with the recess on the cover.
   b. Connect the brush wires to the cover on the brush side, and position the brush spring on the side of the brush.
   c. Secure the cover on the brush side to the stator with two long bolts.

CAUTION:

Be sure to align the stator locating pin with the recess on the cover.

   d. Push in the brushes and hook the brush spring on to the upper end of each brush.

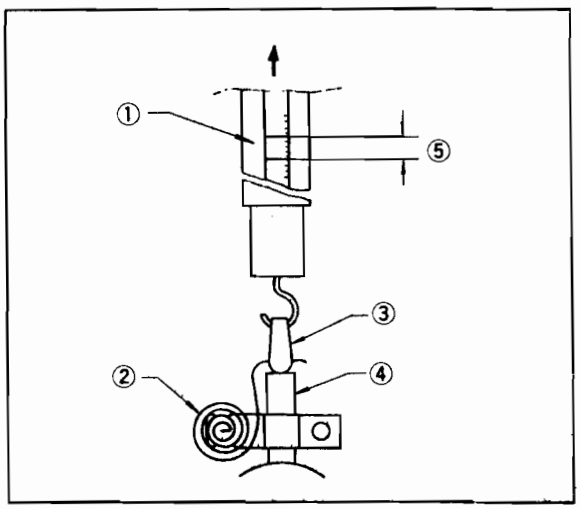


   e. Install the four grommets.

F. Inspection while disassembling

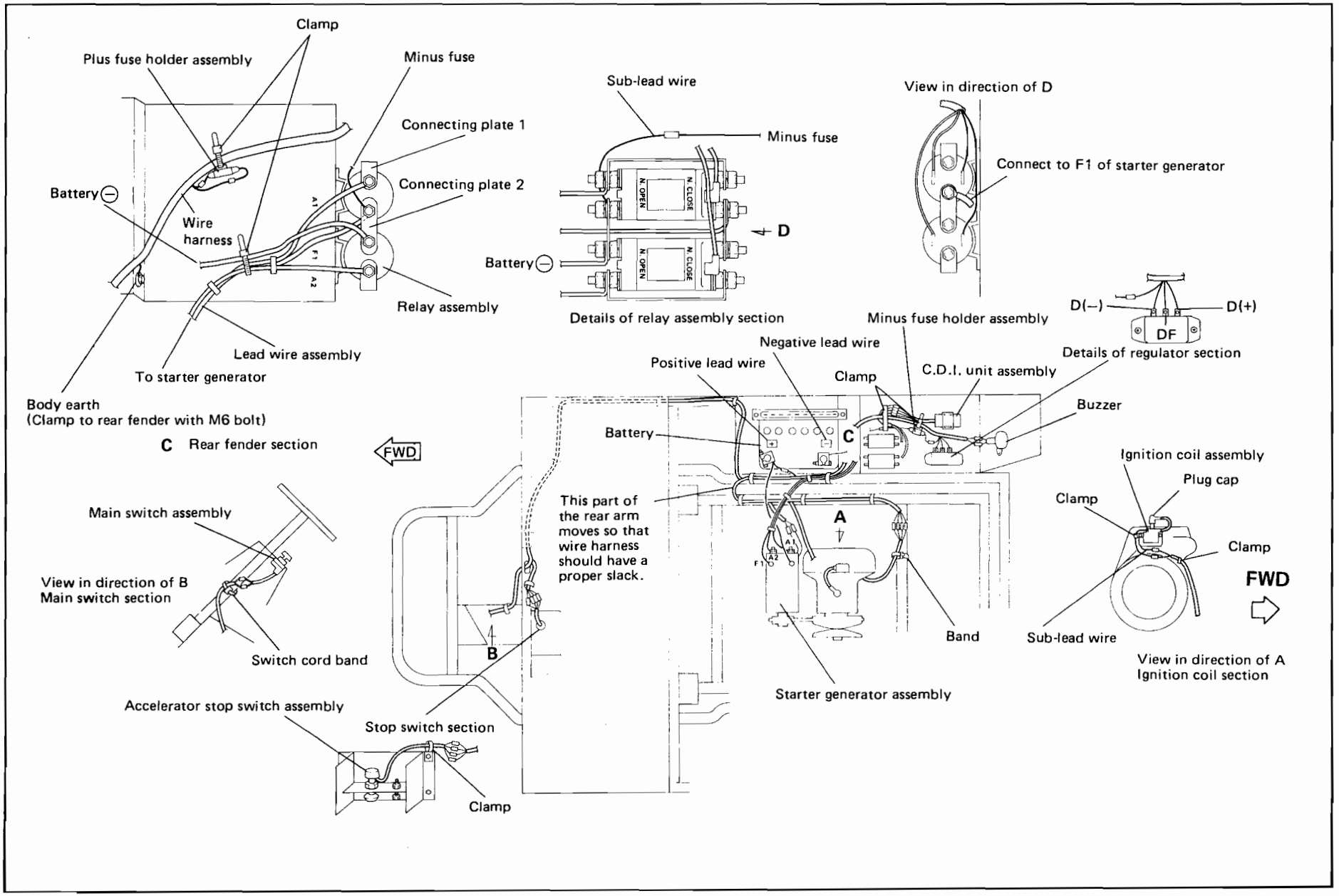
1. Replacing the brushes
   All of the four brushes must be replaced as a set if one or more are worn beyond limits.
2. Checking the brush springs
   Before disassembling the brush springs, remove the four grommets.
   Hook a spring scale to the brush spring and pull it. When the spring comes off the brush, read the scale.
   If the readings are less than specified, brush springs should be replaced.

Standard tension: 700 ~ 900 g



1. Spring scale
2. Brush spring
3. Rag
4. Brush
5. Standard tension

3. Commutator — Inspection and recondition
   If the outer surface of commutator is burned or dirty wrap the armature in protective covering, and lightly grip its core with a vice. Use a sandpaper strip to smooth the surface.


Clamp
Plus fuse holder assembly
Minus fuse
Connecting plate 1
Connecting plate 2
Battery ⊖
Wire harness
Relay assembly
Lead wire assembly
To starter generator
Body earth
(Clamp to rear fender with M6 bolt)
C Rear fender section
Sub-lead wire
Minus fuse
N. OPEN
N. CLOSE
D
Battery ⊖
Details of relay assembly section
View in direction of D
Connect to F1 of starter generator
D(–)
D(+)
DF
Details of regulator section
Minus fuse holder assembly
Negative lead wire
Positive lead wire
Clamp
C.D.I. unit assembly
Buzzer
Battery
C
FWD
This part of the rear arm moves so that wire harness should have a proper slack.
A
Band
Starter generator assembly
Ignition coil assembly
Plug cap
Clamp
Clamp
FWD
Sub-lead wire
View in direction of A
Ignition coil section
Main switch assembly
View in direction of B
Main switch section
Switch cord band
B
Accelerator stop switch assembly
Stop switch section
Clamp

NOTE:

Checking the solenoid switch for unduly burned contact surfaces:

One telling phenomenon resulting from the contact surfaces being unduly burned by arcs will be excessive heat on the terminal bolts, with hardly any ensuing adverse effect on the maximum speed and accelerator.

C. Main switch

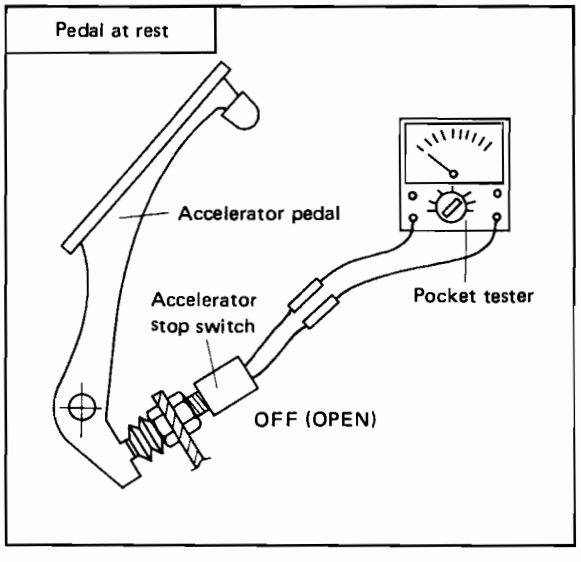
Checking the main switch

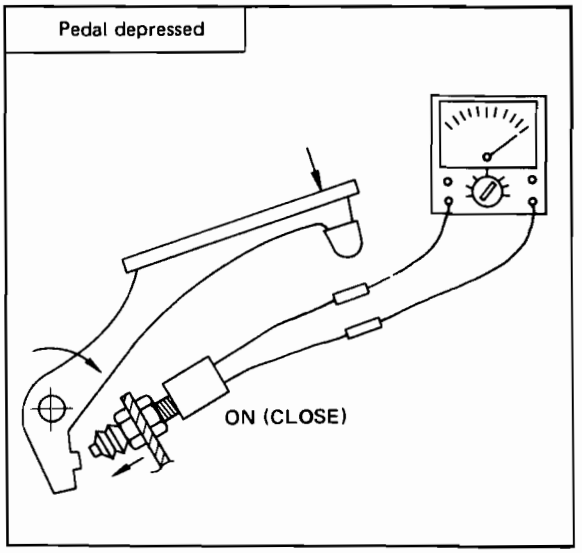
The main switch has the following positions, FORWARD, OFF, and REVERSE. Make continuity tests at each position according to the chart.

	Wire color				
Position	Yellow	White	Blue	Red	Pink
FORWARD	○——	——○			
OFF					
REVERSE		○——		○——	——○

D. Accelerator stop switch

The accelerator stop switch is designed to disconnect the speed control circuit when the accelerator pedal is released and to connect the speed control circuit when the pedal is depressed. This switch also acts as a stopper for the accelerator pedal and is located under the floor.





Checking the switch

1. Remove the access panel under the floor mat.
2. Disconnect the two wires coming from the switch at the connectors.
3. Connect the Pocket Tester to the two wires and check for continuity. Refer to Fig. A and B.
4. Connect one lead of the Pocket Tester to the body of the switch and the other to one wire. Repeat for other wire. There should be no continuity (Pedal released).

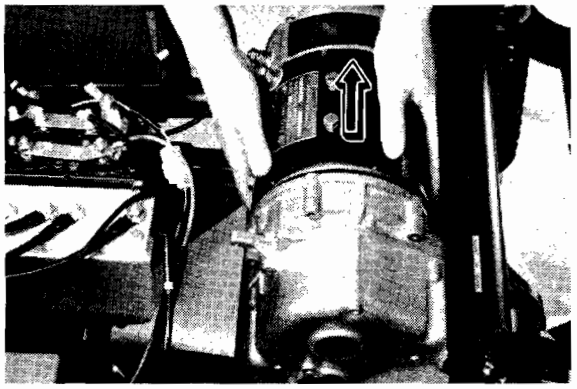
Adjusting the switch position

Refer to the page 8-4, Speed controller section.

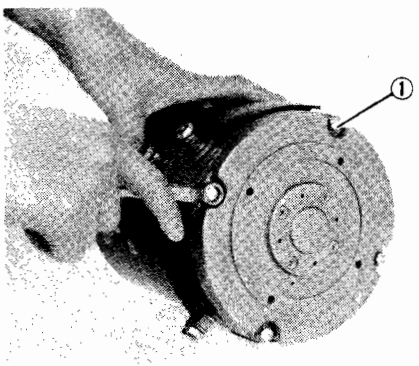
E. Charging receptacle

Operation

The charging receptacle for Yamaha Electric Golf Car G1-E has two functions. One is the normal function as a receptacle. The other is when the plug from the charger is pushed into the receptacle it depresses a button. This button operates a safety control circuit which prevents the golf car from being driven at any time the charger is plugged in. (See "Charging batteries".)

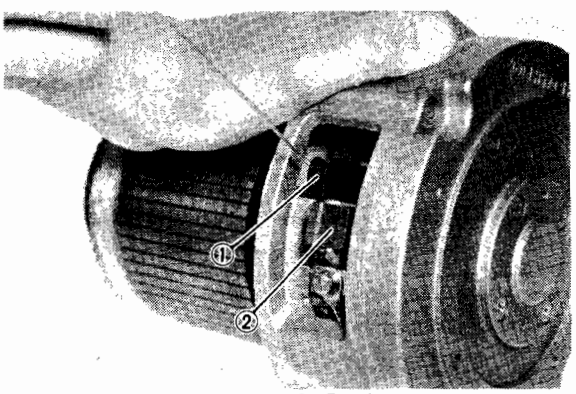


4. Pull off the four brush covers.
5. Remove the four M6 bolts which fix the bracket to the yoke. Remove the bracket and armature as a complete assembly.



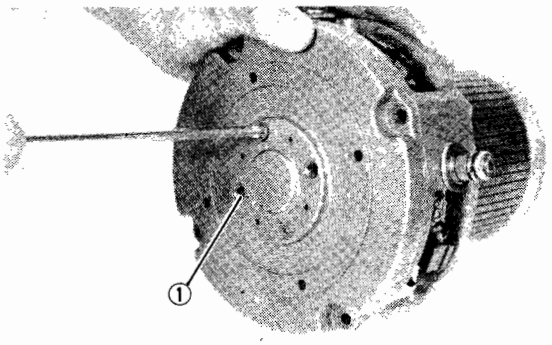
1. Bolt (M6 x 4)

6. Pull up the brush spring using a thin wire and pull out the brush.



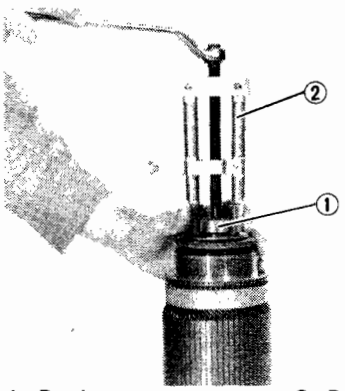
1. Brush spring 2. Brush

7. Remove four M5 flush bolts securing the bearing retainer and separate the armature and bracket.



1. Flush bolts (M5 x 4)

8. Bearing
   Armature end bearing is a sealed type bearing and prelubricated with grease by the bearing manufacturer.
   Check bearing by turning it by your fingers. If any defect is apparent, replace it with new one in the following manner.
   Replacing bearing:
   Remove bearing with a bearing puller. (See Fig. A.)
   Press the new bearing on the shaft applying steady pressure to inner race only. (See Fig. B and C.)



1. Bearing 2. Bearing puller

Fig. A

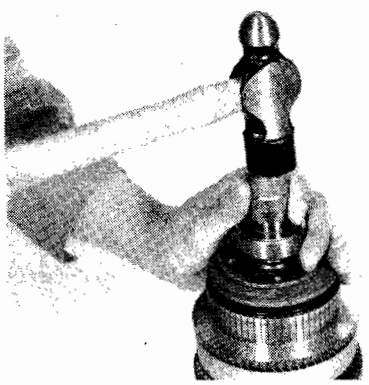
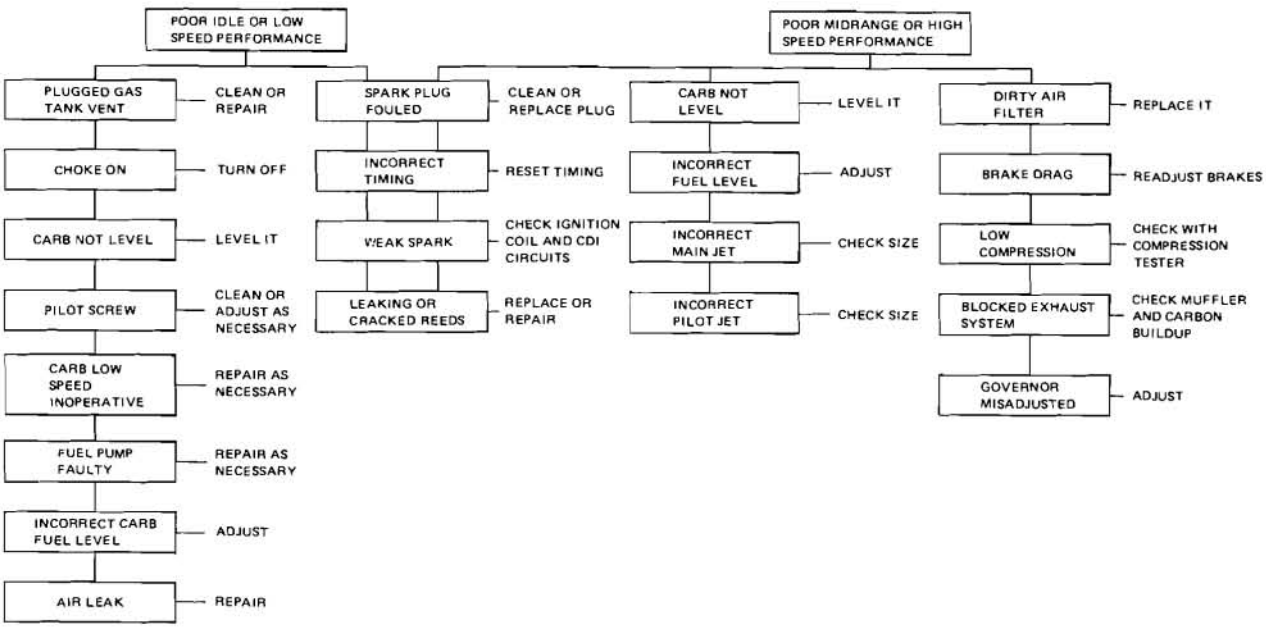


Fig. B

TROUBLESHOOTING

9-1. G1-A3

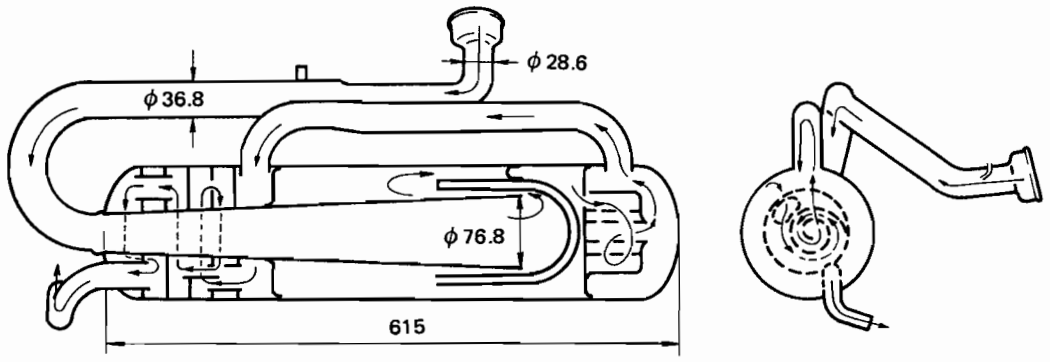
A. Troubleshooting Chart



B. Engine

Condition	Possible Cause	Correction
ENGINE WILL NOT START.	1. Weak battery.	1. Test battery specific gravity. Recharge or replace as necessary.
	2. Corroded or loose battery connections.	2. Clean and tighten battery connection. Apply a coat of grease to terminals.
	3. Faulty starter.	3. Repair starter motor.
	4. Moisture on ignition wires and spark plug cap.	4. Wipe wires and cap clean and dry.
	5. Faulty ignition cables.	5. Replace any cracked or shorted cables.
	6. Open or shorted primary ignition circuit.	6. Trace primary ignition circuit and repair as necessary.
	7. Faulty coil.	7. Test and replace if necessary.
	8. Incorrect spark plug gap.	8. Set gap correctly.
	9. Incorrect ignition timing.	9. Reset timing.
	10. Dirt or water in fuel line or carburetor.	10. Clean lines and carburetor. Replace filter.
	11. Carburetor flooded.	11. Adjust float level – check seats.
	12. Incorrect carburetor float setting.	12. Adjust float level – check seats.
	13. Faulty fuel pump.	13. Install new fuel pump.
	14. Carburetor percolating. No fuel in the carburetor.	14. Measure float level. Check bowl vent.

Item \ Model	G1-A3
Oil tank:	
Oil	Yamalube Golf Car oil or if not available, any two stroke oil that is B.I.A. certified for service T.C.W.
Oil tank capacity	1.7 L (1.5 Imp qt, 1.8 US qt)
Oil tank position	Top of left rear fender
Material/Color	Polyethylene/White
Exhaust system:	
Parts No.	J17-14610-00
Dimensions	
Jet senser:	
Type	One hole (ϕ0.85) orifice plate type with cleaner: Wire
Pipe dia./Material	ϕ6.35 mm (0.25 in)/Stainless



C. Transmission

Item \ Model	G1-A3
Transmission:	
Type	V-belt automatic centrifugal engagement
Primary reduction ratio	3.1 : 1 ~ 0.8 : 1
Clutch engagement r/min	1,100 ~ 1,200 r/min
Shift r/min	3,600 r/min
Primary spring:	
Parts No.	90501-32696
Outside dia. x Wire dia.	42.9 x 3.2 mm (1.69 x 0.126 in)
Set load/Spring rate	5.2 kg/0.372 kg/mm
No of turns/Free length	6.5/75 mm (2.95 in)
Color code	Cr plated (Silver)
Secondary spring:	
Part No.	90501-45600
Outside dia. x Wire dia.	54.5 x 4.5 mm (2.15 x 0.177 in)
No. of turns/Free length	6.37 /101 mm (3.98 in)
Color code	Cr plated (Gold)
Torque cam angle	Forward 50 deg/Reverse 45 deg
Sheave center to center distance	231 mm (9.09 in)
Sheave offset	26 mm (1.02 in)
V-belt part No.	J17-46241-00
V-blet width and outer line length	31 x 925 mm (1.22 x 36.4 in)
V-belt wear limit	27 mm (1.06 in)

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