

## **J&T PRODUCTS**

2475 Tomahawk Drive

Lapeer, MI 48446

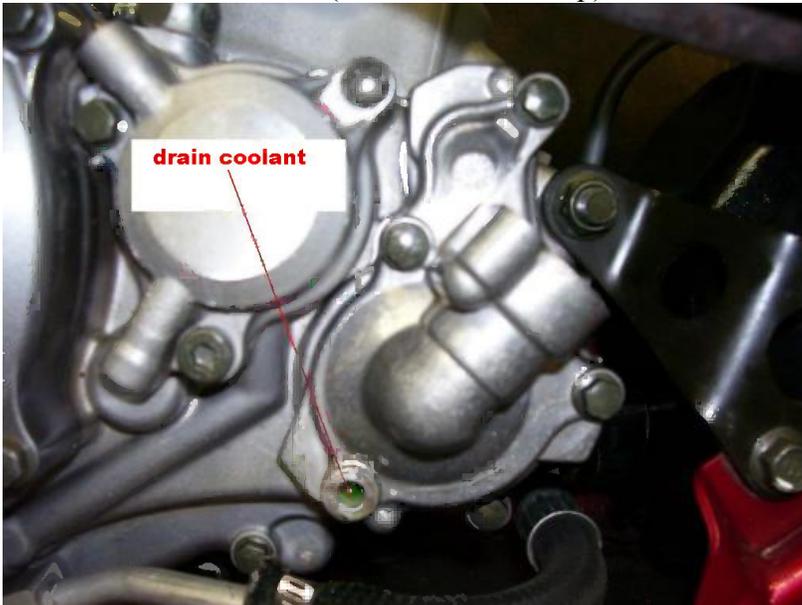
810-545-0066

### **Instructions for Upgrading 2004-2005-2006 YFZ450 Oiling System**

The following step by step instructions will illustrate how to remove the clutch side case cover and oil pump. This simple removal (and re-install) can be performed in a short amount of time with minimal mechanical skill. Once *J&T Products* receives the case cover, the modification and oil nozzle installation will be completed quickly and professionally. Most upgrades are turned around within 48 hours of received date. The high velocity oil pump (standard on 07 YFZ450's) is included in the *J & T Oil Upgrade Kit*. We use only factory OEM Yamaha parts. We recommend NOT removing your oil pump until new one arrives.

1. Drain oil and remove oil filter

2. Drain coolant (remove radiator cap)

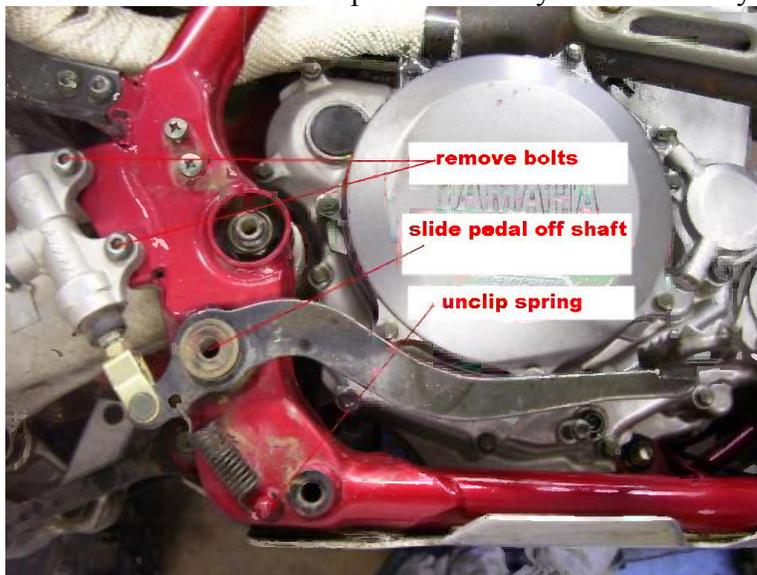


3. Remove footpeg/nerf assembly.

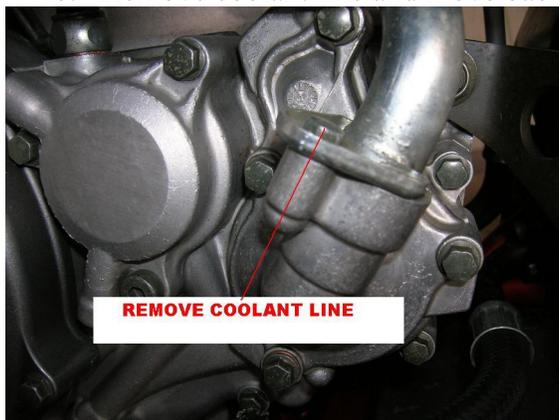
4. Remove rear brake light bracket assembly & move out of way.



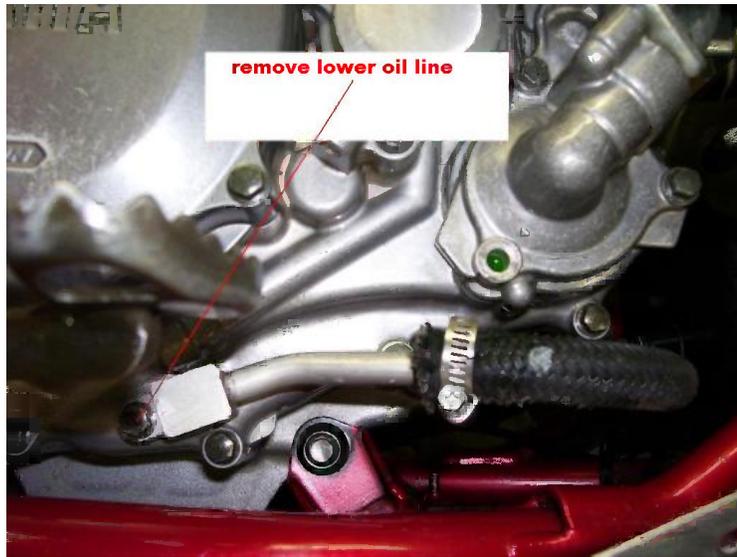
5. Remove rear brake pedal/master cylinder assembly & move back out of way.



6. Remove coolant line and move back out of way.

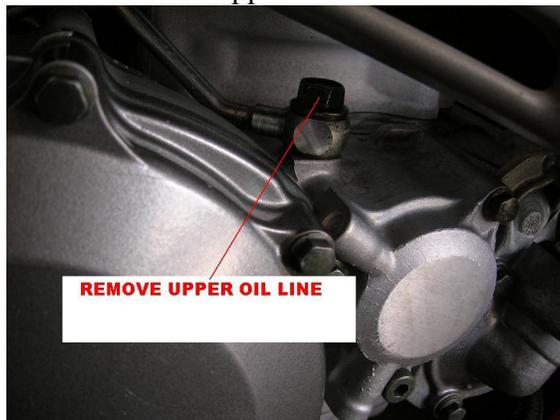


7. Remove lower oil line. Pull out bushing/oil ring and save for reinstall on modified case.



(bushing with o- ring)

8. Remove upper oil line. Note - There are ***Two*** brass washers, do not lose.



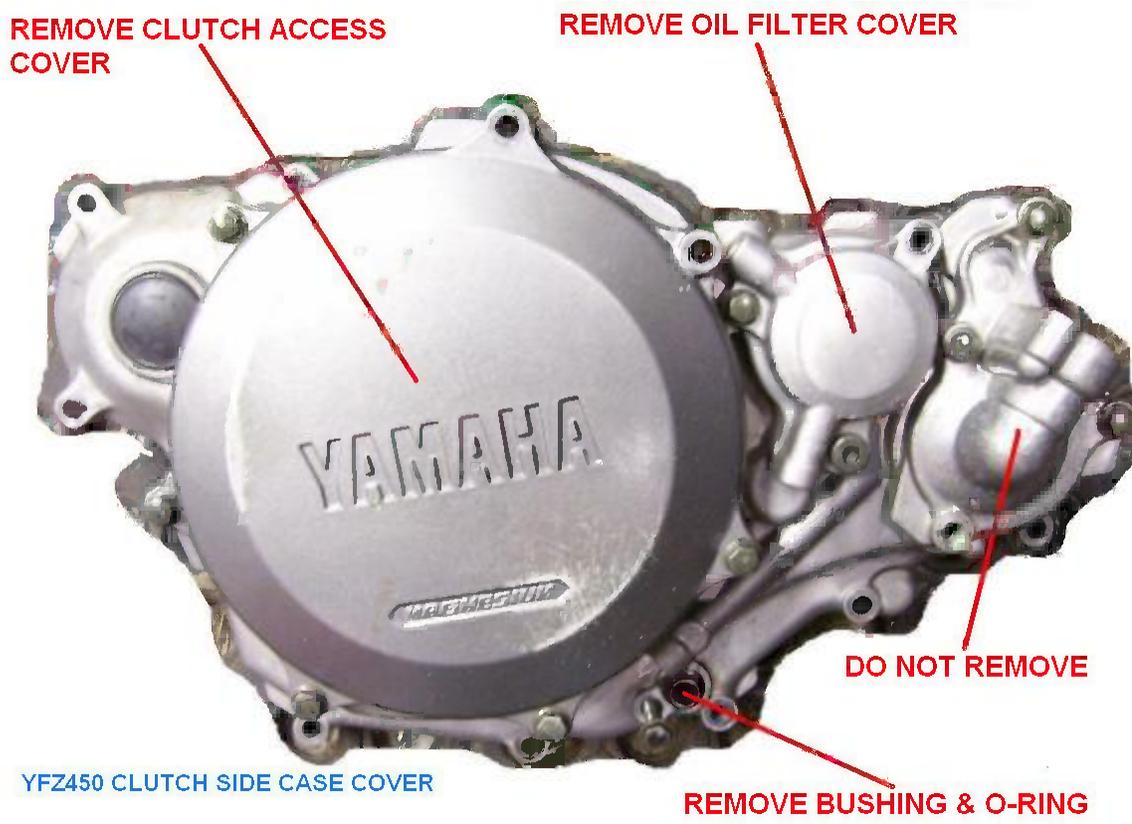
9. These are the 14 bolts holding the case on. Remove.



\*note the following concerning these 14 bolts\*



10. Remove clutch access cover (with “YAMAHA” stamp) and oil pump cover. Leave water pump attached. Save covers, gaskets, and hardware for re-install. Make sure you have removed and saved bushing/o-ring from step 7 above. You may now ship clutch side case cover to: [J&T PRODUCTS, 2475 TOMAHAWK DRIVE, LAPEER, MICHIGAN, 48446](mailto:J&T_PRODUCTS@J&T_PRODUCTS.COM). Please include INSIDE your package your name, a contact phone number, and a return address. We will contact you for credit card information. Despite a large increase in demand, we continue to average a 24 to 48 hour turnover time. Closed weekends (we ride too!).



**J&T PRODUCTS** recommends that you NOT proceed to the oil pump removal section until your upgraded case cover is returned with the rest of the upgrade kit.

# OIL PUMP REMOVAL

1. Remove 6 clutch bolts, springs, and pressure plate.



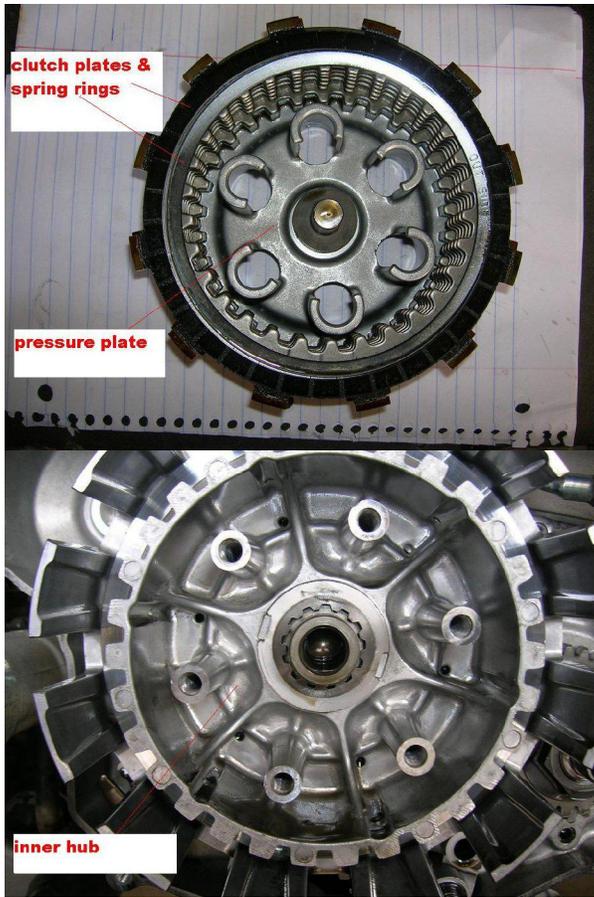
2. Straighten lock tab and remove 30mm nut. (best done holding inner hub with rag and using impact wrench)



3. Remove clutch plates and inner hub.

### **\*RE-ASSEMBLY NOTES\***

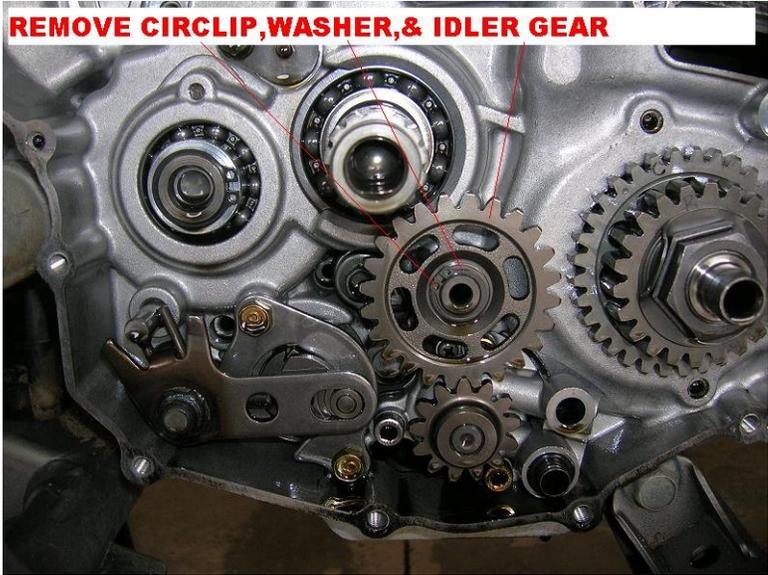
- The fiber plate closest to the motor has a larger inside diameter than the others and must be reinstalled in that position.
- The two spring rings next to the motor must be reinstalled in the same order and direction that they came off. They are marked "OUTSIDE" on their outside face.
- These two spring rings fit inside the first fiber plate with the larger diameter.
- Be sure to bend hold tab back over nut during reassembly. (VERY IMPORTANT)



4. Remove spacer and clutch basket.



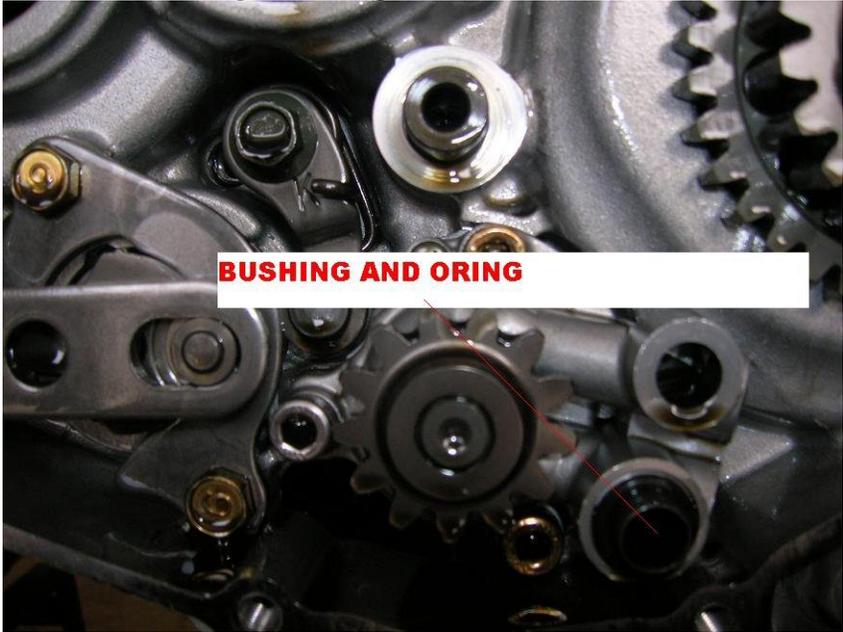
5. Remove circlip, washer, and idler gear.



Set aside for reinstallation



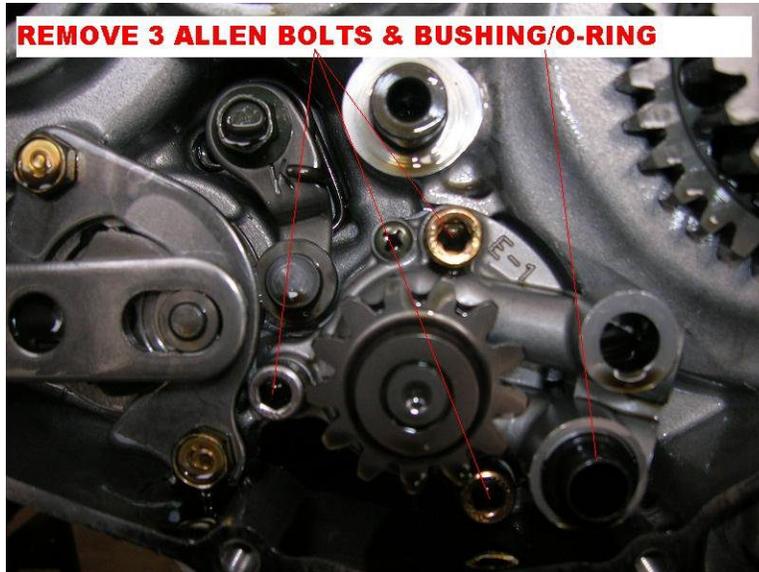
6. Remove bushing and o-ring. These will have to be reinstalled on new pump.



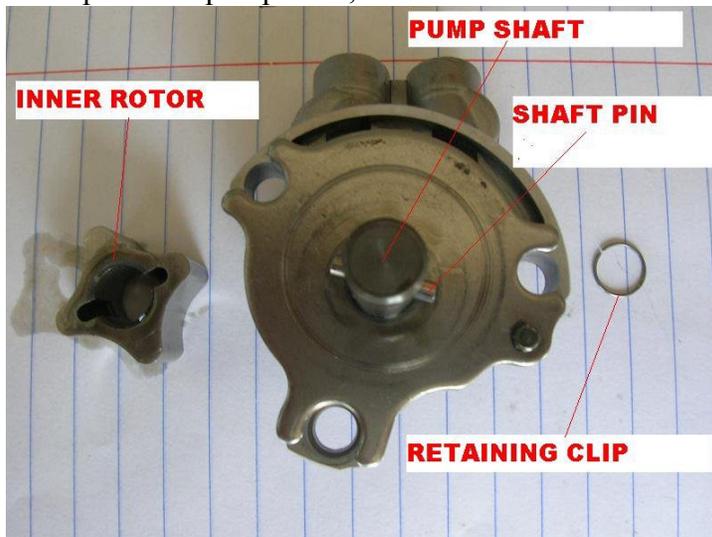
7. Remove 3 allen bolts and remove oil pump.

**\*REINSTALL NOTE\***

- Silver allen bolt goes toward rear of bike / 2 gold toward front.

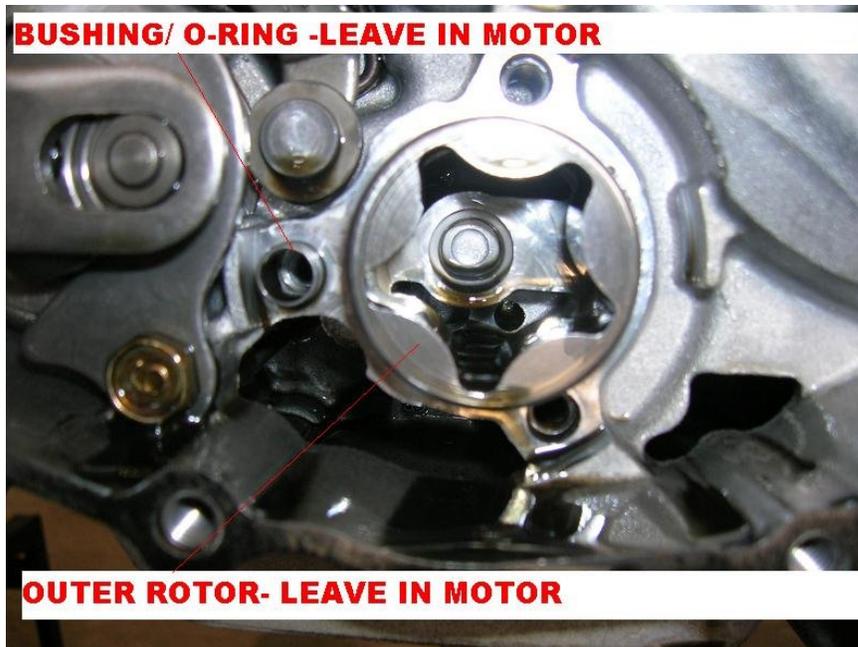


8. Remove small retaining clip and inner rotor from old oil pump. Be careful not to lose small pin in oil pump shaft, it fits inside inner rotor.



The bushing w/ o-ring, inner rotor, shaft pin, and new retaining clip (new clip provided with kit) must be re-installed on new oil pump before re-assembly.

Note the outer rotor and bushing still on motor. These remain in place for re-assembly.



**\*IMPORTANT NOTE\***

If your motor has had a rod failure, it is important to replace the rotor assembly gears that attach to the oil pump. The rotor gears are highly precision and any metal shaving will scar the surface of the gears causing the gear to bind. The purpose of the rotor gears is to pull any oil out of the bottom of the motor and feed it to the oil pump to be delivered to the internals of the motor. You can purchase the rotor gear assembly from J & T Products for \$15.00 for the set. Upon checkout of your Oil Upgrade, click on "YES" to add rotor gear assembly to your order.

9. You may now re-install/ re-assemble everything in reverse order. Be sure you have installed the bushing/ o-ring, shaft pin, inner rotor, and retaining clip on your new pump before you begin reassembly. *J&T Products* recommends using new oil and a new oil filter. For tech assistance, contact Todd at [810-545-0066](tel:810-545-0066).

**NOTE**

\* Due to a mid-production casting change by Yamaha, a limited number of early 2004 YFZ450's have a clutch side case cover that WILL NOT accept the new '07 Yamaha oil nozzle. *J&T Products* has developed a high quality brass oil nozzle that will be used on these limited number of units. The nozzle will operate exactly as the Yamaha nozzle.