Qt50 parts

High quality chrome switch designed to clean up the appearance of your bike while allowing the use of a switch. Includes a contoured washer which allows for installations on round surfaces such as handlebars or frames. Switch Size 14mm x 12mm with 2X 20" wires. Satin Black Die-Cast aluminum housing with a nylon throttle tube. Opens carbs up to 38mm. Allen key included for assembly. Pull cable thread size is M10 x 1. Throttle is 6" total in length. Warms up when the engine is running. Easy to use relay protected sealed controls. Rubber resistant to low temperatures and resists cracking. Easy install with no gluing needed. These Reduce handlebar vibration, while adding a nice touch. Can be installed in seconds. Just pop them in to the open end of your grips and tighten the bolt with the included allen key. Notice: During this worldwide fight against COVID we continue shipping orders daily with a limited workforce performing daily workplace sanitization to prevent the spread of this disease. Thank you for your support during this time and we hope you and your family stay safe. Login or Create an Account. Refine Search Results. Float Needle Yamaha QT50 Universal Glas-Pak Insert Tire Valve Stem Tire Valve Stem Caps Tire Fill Valve Rivet Link Clip Link Cam Chain Rivet Link Heated Grips Classic Coke Bottle Grips Grips Amal Barrel Style Grips Handlebar End Plugs The names Honda, Yamaha, Kawasaki, Suzuki and any other trade names or symbols belonging to each respective corporation are stated for reference purposes only. The products on this site are after market not OEM replacement parts and accessories only. We have no relationship to the listed companies. The Yamaha QT50 or Yamahopper is a moped moped style frame architecture but lacking pedals produced by Yamaha from the late 70s to the late 80s. The most outstanding feature of this bike would have to be it's final drive which consists of a solid drive shaft with a torsion spring to dampen the engines vibration that connects the transmission to a ring and pinion gear set in the rear hub. This setup requires no maintenance and has the safety feature of lacking any exposed moving parts such as a chain that could catch one's clothing. The bikes all came with turn signals and oil injection making them very modern compared to many of their European counterparts. These bikes like most Japanese bikes of the time came with excellent finishes in both the paint and chrome, though the plastic parts on many of these have deteriorated over the years. The engine is smooth running, reliable, and long lived when proper maintenance is observed. The wheels are sturdy for being only 14" but abuse should be avoided. Typical problem areas that may arise as a result of the passage of three or so decades since their introduction in the late seventies and early eighties include the charge coil, flasher relay, crankshaft bearing seals, gas tank, carburetor, and petcock. Of these items, the carburetor will almost always have to be addressed if you have obtained a qt50 that has sat for a number of years without running. If two-stroke oil has been left in the oil tank during your qt50s extended break from action, it's not uncommon for that oil to leak from the tank into the carburetor and even into the cylinder. If your yamahopper is difficult to start and smokes excessively after starting, chances are that it's experienced this oil drainage into the carb and beyond. A carb cleaning will be necessary. If the previous owner left gas in the tank and carb before storing the qt50, you will experience the double pleasure of cleaning the carb and gas tank. When cleaning the carb, focus on the idle jet and the seat where the needle sits. A small diameter wire is an effective cleaning tool when attempting to clear the idle jet of whatever crud that has narrowed its passageway. Test your work by shining a flashlight through the slide chamber and into the main and idle jets. You should see a large circle of light through the main jet and a much smaller circle of light through the idle jet. A Q-tip cut in half and then placed in your drill is another handy tool for cleaning the seat. Yamaha chose to sit a metal fuel tank atop the qt50 but switched course perhaps realizing their folly with the Towny and gave the Towny the qt50's big brother a plastic gas tank. The qt's metal tank can become rusty over time and especially if stored with gas in the tank. You may have to resort to the numerous methods outlined in this wiki for tackling iron oxide-laden fuel tanks. South of the gas tank is the resting place of the qt's petcock. Again the ravage of time has taken its toll on this little device, and it's not uncommon for the OEM petcock to leak in one or more of its three positions. Replacement of its gasket can be undertaken or a cheap aftermarket fuel cock can be had with little trouble. If the turn signals fail to blink, the flasher relay has seen better days. As above, a cheap aftermarket 6 volt flasher is easily attained. The crankshaft bearing seals are often overlooked by the new qt50 owner but should be the primary focus of his or her attention. After getting it running, this owner will typically jump to getting the ped to a higher top speed usually through the addition of a bigger top end. Overheating and piston seizure are traps for the unwary. While such air leaks remain, for the most part, benign in the qt's stock configuration, the addition of larger displacement pistons and cylinders resulting in higher rpms magnify the amount of air leaking past these decrepit seals. Engine failure is imminent. Difficulty starting, engine cutting out when coming to a stop, difficulty in determining a proper main jet size when tuning the carb, and cylinder head temperatures continually climbing at idle and while running are all signs of

faulty crankshaft seals. Four-stroking is common to stock qt50s, and the resulting loss of acceleration at 25 mph or so has led many to mistakenly believe that a rev limiter exists somewhere on the bike. Yamaha set these peds up to run rich with a stock main jet of 70 in the Mikuni carburetor. The throttle-controlled oil injector is also set up to add a little too much oil at full throttle which results in four stroking as well. Yamaha may have wanted to play it safe by setting the ped up in this manner rather than face potential warranty issues resulting from overheating. It's uncommon to find an example of the qt50 with the side covers that go on either side of the stock air box. Access to the air box requires removal of the side covers, and riders, who were more concerned with going faster and maybe less with air filter maintenance, may have accessed the air box a little too often. Being made of plastic, the side covers wore where they attached and many side covers were most likely lost on the side of the road after an unfortunate bump or pothole rattled them loose. Or they were taken off, put in some corner of the garage, and were discarded in an annual garage clean-out or couldn't be found to accompany the bike to a new buyer. Many have reported that the model had a defective charge coil on the stator. I believe that Yamaha used a lousy charge coil on all models. Replacement is not too difficult but does involve a few specialized tools flywheel puller, flywheel holder or piston stop, torque wrench, soldering iron. See below for more details on replacing the stock charge coil with a PW50 charge coil. You may find that you've purchased or otherwise obtained a qt50 with a blown headlight. The qt50 has a sealed beam headlight. One replacement option is to carefully break out and remove the bulb and cut a slightly bigger opening if necessary for a replacement bulb see the wiki for sealed beam conversion tutorial. Another option is to obtain a headlight for a Honda C This headlight has a replaceable bulb and fits perfectly in the qt50's headlight ring. Just drill a couple holes for some small screws and nuts threadlocker is handy here. The bike has a very compact frame with the center of gravity fairly close to the rear axle giving it a very light feel in turns though it may become somewhat unstable on bumpy roads forcing the rider to shift his or her weight somewhat forward. The rear brakes tend to be weak on this bike. Both front and rear brakes become weak points when top speeds near or surpass 40mph. Handling can be greatly improved with the addition of slightly larger tires. Although branded as a front tire, it will work on both the front and rear of the qt At 70mm wide or 2. Ride, handling, braking and, to a small extent, top speed can be improved with them. Adjustment of the front and rear fender stays will most likely be necessary to accommodate these tires. The Tri-Zinger has a 60cc version of this engine and the cylinder can be installed on the QT It has a high rpm retarding feature that keeps the temps down by retarding the ignition timing as the rpms increase. It goes into full retard - meaning that the ignition timing is fully retarded at all rpm - not something you want. It appears to have a retarding curve as well. Sharing an entire drive train with a fairly current children's dirt bike means most things can be had readily from your local Yamaha dealer. Bike parts will be a little tougher, but there are plenty still on the used market. Plastic parts may be the most difficult of all as they did not age well if left in the elements. In stock configuration, the QT50 will hit about mph. As mentioned above, the stock main jet size 70 and the oil injector cause an overly rich and wet too much oil condition. Many QT50 owners initially cannot get past 25 mph or so because of the resultant four-stroking. Many attribute this wall to some sort of rev limiter. No such rev limiter exists. Your QT50 is just getting too much gas and oil. This does not mean that all four stroking is bad. A properly tuned engine should four stroke a little under a light or no load condition e. Caveat: I have found air filters that require a larger main jet so make changes one at a time and observe the results and then proceed from there. The lesson of mopeds and nopeds is to find your next bottleneck and fix it. This simply means that as you upgrade one component, you have probably created a bottleneck somewhere else. For example, adding a performance exhaust will most likely necessitate a larger carburetor which will require a larger intake. Or adding a bigger top end will require other modifications in order to achieve the potential of the new top end. Focus on the system as a whole. A temperature gauge is your best friend and a cheap insurance policy on your quest for better performance. Moped Wiki. Personal tools. Views Read View source View history. Jump to: navigation , search. Categories : Yamaha Moped Models. This page was last edited on 13 June , at Privacy policy About Moped Wiki Disclaimers. Learn more about Dennis Kirk. We're always looking to improve your shopping experience. If you have experienced a problem with our website, please describe the issue in as much detail as possible so our team can explore it further. Enter keyword or part Search Within. View Cart Checkout. My Garage. Saved Rides Manage Rides. Add a new ride. Motorcycle Categories. Find Parts Fast. Select Year. Select Make. Select Model. Motorcycle Parts back. Shop By All Motorcycle Parts. Motorcycle Accessories back. Tire Finder. Aspect Ratio. 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We want to hear from you! Sign Up! Contact Us Dennis Kirk, Inc. Select Ride Type. Create an Account. Remember Me? Forgot your password or trouble logging in? Click Here. Give us your feedback! I enjoyed my experience. I did not enjoy my experience. Your Ride optional. Part Number if applicable. Order Number optional. Did customer service resolve your issue? Your Name. Email Address:. Send Feedback. Subscribe to our emails! First Name. Postal Code. What are you into? Cruiser Motorcycle. Sport Bike. Dirt Bike. Privacy Policy I'd like to unsubscribe. Adjusts with a screwdriver. Fits: Diameters mm With a width of 9mm. Fits: mm. Fits: mm 3. Fits: mm 4, Carburetor Float Level Gauge. Used to measure the float height between the float and carburetor gasket surface. It is important to make sure the float height is correct to factory spec when tuning your engine. Too little or too much fuel in the float bowl will negatively affect tuning results. Adjustable to fit most carburetors. Adjustable Width: mm and Adjustable Height mm. Hose Remover Pliers. The jaw digs into the tube to grip it, squeeze and the hose is easily pushed off by the jaw. Carburetor Adjusting Tool. Works with Mikuni or Keihin carbs. This combo design allows unlocking of the locknut, adjustments to the balancing screw and re-locking the lock nut in one step. Carburetor and throttle body synchronizer kit for bikes with 2, 3 or 4 Cylinders. Makes synching your carburetor setup fast and easy! For use with Honda, Kawasaki, and Suzuki models which typically have 5mm connections that use sets of 2, 3 or 4 cylinders. Includes 4 easy to read gauges, Mountable bracket, mm extensions - 5mm threads, 65mm extensions - 5mm threads,Necessary hoses, Dampening valves included to help control needle jump and instructions. Carburetor Cleaning Tool Set. Includes 20 steel wire ends designed for cleaning the tiny holes found in carburetor jets. Cleaning wire sizes range from 0. Fluid Hose Clamp, all steel construction with adjustable locking collar. Completely or partially closes flexible brake, fuel, and vacuum fluid lines. Fuel capacity 2 Litres. For use when tuning a motorcycle with the gas tank removed. Note: This tool is not to be used for long term fuel storage, for safety and to prevent accidental spillage, immediately drain gas back to approved long term storage container after use. Includes 12 steel wire ends and a small file designed for cleaning nozzles and the tiny holes found in carburetor passages and jets. Carburetor and throttle body synchronizer kit for bikes with 2 Carbs. For use with Honda, Kawasaki, and Suzuki models which typically have 5mm connections that use sets of 2 carbs. Includes 2 easy to read gauges, Mountable bracket, mm extensions - 5mm threads, 65mm extensions - 5mm threads,Necessary hoses, Dampening valves included to help control needle jump and instructions. Haynes Fuel Systems Techbook. This techbook covers all carburetor types, along with fuel injection, from the basic theory to practical tuning. It goes over how fuel systems work and are tuned to suit all engine conditions. Clearly presented text is fully illustrated with photographs and diagrams. Step by step pictures show precisely how to perform many tasks. Featured Section- gas flow, fuel and combustion chemistry, carb construction and overhaul, fuel injection theory, adjustments and settings, fuel pumps, sensors and catalytic converters, intake and exhaust systems, variable geometry, turbochargers and superchargers, special fuels, fault finding, testing and tuning and a glossary of technical terms. Notice: During this worldwide fight against COVID we continue shipping orders daily with a limited workforce performing daily workplace sanitization to prevent the spread of this disease. Thank you for your support during this time and we hope you and your family stay safe. Login or Create an Account. Refine Search Results. Float Needle Yamaha QT50 Gear Clamp mm. Universal Band Clamp Band Clamp mm. Band Clamp mm Band Clamp 67mmmm Band Clamp 73mmmm Band Clamp 97mmmm Band Clamp mmmm Carb Float Level Gauge Hose Remover Pliers Carburetor Adjusting Tool Precision Angle Driver Carb Synchronizer Carb Cleaning Tool Set Fluid Hose Clamp Portable Auxiliary Fuel Tank Tool Haynes Fuel Systems Techbook The names Honda, Yamaha, Kawasaki, Suzuki and any other trade names or symbols belonging to each respective corporation are stated for reference purposes only. The products on this site are after market not OEM replacement parts and accessories only. We have no relationship to the listed companies. I need to check the

needle jet and lower the needle. The lower the needle the less rich it runs. You lower the needle by placing the clip more towards the top of the needle so that the needle will sit lower in the carburetor. I currently have a 20 idle jet and a 95 main jet btw, stock main jet size is 70 for inquiring minds who want to know. I have a 90 main jet that I can drop down to. I need to review the information that came with the Boyesen reeds. I believe they make the bike run richer. The good news is that I got it to idle. With a 20 idle jet, it seems to be idling much better. Despite it dying out on me, this is one of my favorite videos on the qt That MLM pipe winds up and then boots you in the ass at about 25 mph and then hold the blank on! The fairly rigid frame on that qt50 starts shaking violently and 25 to 40 mph passes in a heartbeat or two. At the time it died out, it was still accelerating! Damn that was sweet! The Mikuni VM18 carb is almost as lethal as nitrous. Best jetting for VM18 on this setup seems to be 20 idle jet and 80 main jet. Ok, so I have a bunch of filling in to do on this page. I stripped it down and took out the Boyesen reeds which were designed for the qt50 stock configuration. Turns out Boyesen has another set of reeds designed for modified configurations. I re-installed the stock reed system. This change may have helped a little bit. At this point, I let this project sit on the shelf for months as I had reached my patience limit with it. I took it out again and started messing with the float height and the jetting again. This video immediately above reflects my progress at that point. I got it to run for short bursts and then it would stall out on me at full throttle. I still thought it was a float height issue or jetting issue. After putting on the stock carb, I still had the same problem. By the way, I have a This information may help others. So I thought to myself, if I have the same problem with two different carbs then the issue may not be carb-related. On a slightly educated guess, I decided to switch out the stock ignition coil with a new one. I thought I had it licked as my qt50 was running fantastically with this change see video above. Later I developed the same issue again but after longer running periods. I still think the issue is spark related. I should mention that I took advantage of a treatland sale and purchased the Malossi kit. Look how wrong you can be. I was thinking that the issue was not the carb and was spark related see above. They told me that my main jet was way too big. I had another main jet on me about an 87 or so and put that in. It ran much better for quite some time and then I experienced the same symptoms again. It would quit as if it were running out of gas. Someone suggested that perhaps the float needed adjusted. Davidde told me that I was only 45 minutes from perfection on this qt. One of the cooling fins was broke but big deal. It was a bargain. So I snapped that up. When it arrived, I took off the crappy Niche cylinder head and discovered that I had the wrong head gasket on the qt. I was using a stock head gasket instead of one made for a 44mm 60cc piston. Of course, I wondered whether the tiny bits of aluminum that the piston was knocking off the gasket were causing my stall outs. I ordered the right size head gasket and waited for the ebay seller to ship it out. In the meantime, I decided that I was finally going to replace the right side crank seal. A friend of mine and former Yamaha mechanic had been telling me to do that for quite some time. A new seal helps with starting and can prevent air leaks around the crank. I also replaced the orange ignition coil wire I had previously used a quick connect on it. Quick connects were also my downfall on another hopper that would stumble on acceleration or after hitting a bump in the road. I finally received the new head gasket so I slapped that on. Time to ride and see if anything was better. Unfortunately, I still experienced the same stalling out after a run at full throttle. In near desperation, I called my buddy, Clint. I was back to my loss of spark theory. He was unconvinced and maintained that it was still a carb problem. We also speculated that perhaps my main jet was still too rich and maybe it was getting too much gas at full throttle and that it was just drowning out in fuel. When I got home later in the day, I decided to go from an ish jet to an While I was at it, I thought it would be a good idea to also go with a hotter plug. I got her started after a bit of effort. She was still a little rich from a standstill. I took her around the neighborhood and she seemed to be running great. I did a few full throttle runs and even better. I stayed out as long as my hands could take the cold only one pair of gloves and she ran great the entire time. But things are looking up. All this time, I was way too high on my jetting. These dudes on mopedarmy. For example, for a 60cc kit with no other mods, the advice is to use start with a 95 main jet. Following this advice, I put on a Maybe they are thinking that you have to use a big main jet to keep temperatures down. Gas not only fuels the engine but helps keep it cool. The YT60 cylinder head seems to be helping quite a bit in that regard. The other thing that moped army dudes recommended was a much colder plug due to higher compression of the new 60cc kit. Notice how the YT60 head dwarfs the 60cc head and that the 60cc head is the same size as the 50cc stock cylinder head. That Niche kit is a waste of money. That VM18 carb really kept it cool. Stay tuned! I had a deep scratch going along the cylinder wall on one side. The 44mm piston took some material off the smaller head gasket. I bet some of the aluminum got in the cyli

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nder and scratched it. Since that time, I went ahead and changed the left crank seal as well. I put on a Malossi kit and am still breaking it in. When I was heat cycling the kit after install, it took me forever to get to F degrees. I would watch the temperature gauge drop a few degrees while it idled. I had never experienced that before. In the past, my temperatures would just keep climbing at idle after installing a new kit. I think I recall F degrees at idle before I shut it off in the past. The highest temperature I saw after replacing both crank seals during break-in was F as well. An 80 jet is probably closer to perfect on that bike. Hard starting is a thing of the past now. Current top speed:. Which leads me to. My thoughts now are to try one or more of the following: hotter spark plug; new or different cdi unit; colder spark plug; new coil on magneto; replace crank seals. Current top speed: Hi temp: 65 main jet in stock carb and B8HS plug. Iconic One Theme Powered by Wordpress.