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Instrument Cluster The Yamaha Y-Connect App displays phone notifications on your instrument cluster screen. This is the maintenance schedule and associated service intervals for the Yamaha YZF-R15, an entry-level commuter motorbike that is extremely popular, particularly in Asia, Australia and New Zealand. Its also just known as the Yamaha R15 or just the R15. The Yamaha YZF-R15 is a small single-cylinder motorcycle that has been made since 2008. The previous generation/generations of R15 were made with a 150cc engine, but in 2017 it got an upgrade of 5cc to 155cc. The R15 runs a SOHC 4-valve engine with fuel injection and VVT that makes well not very much power, but (just) enough to get you onto the freeway. The YZF-R15 is very economical and is a popular choice of scoot for delivery riders. Plus, it looks sharp! The YZF-R15 is styled after the very popular (and much more powerful, in comparison) YZF-R3, but is a totally different motorcycle. This site has links for things like oil and spark plugs from which we earn a commission (which unfortunately nobody can save, not even us). If you appreciate this work, then please use those links. Thanks! If youre doing scheduled maintenance on an YZF-R15, you at least need motorcycle maintenance tools. Aside from that, you need the following specific consumables. PartYamaha YZF-R15 specEngine oilYamaha suggests SAE 20W40 Yamalube (SG grade oil). Yamalube 10W-40 is a good substitute and much more available.Oil filterNeeds to be changed every time you change the oil. The Hiflofiltro HF141 is an affordable and high-quality aftermarket substitute. Engine coolantYamaha recommends Yamacool, but use any 50/50 ethylene glycol pre-mix. Spark PlugsNGK CR8E as per the manual, with gap at 0.7-0.8mm. Air filterThe K&N equivalent part number is YA-1208. Oil, filters, coolant, plugs, and brake pads for the YZF-R15 And the following general consumables are useful as well. General motorcycle maintenance consumables are useful as well. straight from the manual, modified slightly to fit this screen. You maintain the R15 every 3000 km or 2000 miles. Why so short a maintenance schedule? Well, largely because bikes like these run usually slowly (averaging ~40 km/h), so if you think about it in terms of time spent running rather than distance travelled, it becomes more equivalent. Couple that with the fact that they usually run in high-stress conditions, squeezing the most out of the engine in start-stop traffic, and being started many times a day (cold ignition is high-stress) and it makes more sense. Notes on the maintenance schedule From the end of the maintenance schedule, follow it in the pattern shown (every 1, 2, or 4) maintenance intervals) Air filter: Service the air filter more often if you ride in dusty or wet conditions. Hydraulic brake service:Regularly check the brake and clutch fluid levels and fill the reservoirs as required Every two years, replace the brake fluid Replace the brake hoses every four years or if cracked or damaged. ItemOdometer (x 1000 km):13691215EveryFuel line\* Check fuel hoses for cracks or damage. Spark plug\* Check battery output voltageClutch\* Check operation.\* Adjust.\* Lubricate Lever (Silicone grease)Front brake\* Check operation, fluid level and vehicle for fluid level and vehicle for fluid leakage.\* Replace brake pads (whenever worn to limit)Brake lines\* Check for cracks or damage. Replace.4 yearsWheels\* Check runout and for damage.7 wheel bearings\* Check bearing for looseness or damage.8 wingarm\* Lubricate with lithium soap-based grease. Drive chain\* Check chain slack, alignment and condition.\* Adjust and thoroughly lubricate chain.500 km or after chain gets wetSteering bearings\* Check bearing play and steering steering bearings\* Check bearing play and steering play an Lubricate.Front fork\* Check operation and for oil leakageShock absorber assembly\* Check operation and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and vehicle for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and vehicle for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engine and shock absorber for oil leakageInjector\* Check operation\* Adjust engi coolant level and vehicle for coolant leakage Cooling system\* Change coolant. (Any ethylene glycol pre-mix)2 yearsFront and rear brake switches\* Check operation Moving parts and cables\* Lubricate (Protect all cable life)Throttle grip housing and cables\* Lubricate the throttle grip housing and cableAir induction system\* Check the air cut-off valve, reed valve, and hose for damage\* Replace any damaged parts if necessary)Yamaha YZF-R15 maintenance schedule table The recommended tire sizes and pressures for the Yamaha YZF-R15 are as follows (per the manual) TireSizePressure (cold)Front80/90-17 M/C 44P200 kPa (29 psi)Rear100/80-17 M/C 52P225 kPa (33 psi)Tire size and pressures for the Yamaha YZF-R15 The R15 ships stock with MRF/Zapper tyres. The Yamaha YZF-R15 is a very efficient commuter, but its not just that. Like other motorcycles in the R series, its a sportbike that you might just have fun bouncing off the rev limiter and getting the absolute most out of it. Even though its used quite often by delivery riders, its a lot more entertaining than a twist-and-go scooter. The third-generation R15 made from 2017 onward is actually capable of hitting freeway speeds despite its diminutive engine. Having a big delivery box on the back may slow you down slightly though! But otherwise, you can sit on 110 km/h, which will get you into trouble in many places (dont do it other than on the freeway). You can get it to 135 km/h, but youll need a straight, flat road, and no headwinds! This is achieved partly because of the VVT system the new R15 has. This gives it a power boost up to about 13 kW (18 hp) at 10,000 rpm. It also gives the engine a bit more gusto than previous models. The clip-on style bars are really good for riding in a sporty way, but if youre a learner rider, you might find them a little tricky when learning to do slow, tight turns. But you dont lean over very far to get to the bars. Think of it as a sportbike from the days when sportbikes were still comfortable (i.e. the 1990s). There are other things that make the R15 very easy to ride, too, like its feather-light weight (130 kilograms) and a slipper clutch. One thing that really stands in the R15 state are other things that really stands in the R15 very easy to ride, too, like its feather-light weight (130 kilograms) and a slipper clutch. by-side there are obvious size and quality differences, but to the casual observer, the R15 is just excellent. The above information was gleaned from the service manual for the Yamahas website here.91Wheels Expert 2 years ago Yamaha YZF R15 V3 has a engine oil capacity of around 0.85 Litres. Helpful(20) Reply Upgrade your oil to the best synthetic on the material in any purpose, even commercially. Adapt remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the license terms. upon the material, you must distribute your contributions under the same license as the original. No additional restrictions You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. How can financial brands set themselves apart through visual storytelling? Our experts explainhow.Learn MoreThe Motorsport Images Collections captures events from 1895 to todays most recentcoverage.Discover The Collections' FavoritesHow can financial brands set themselves apart through visual storytelling? Our experts explainhow.Learn MoreThe Motorsport Images Collections captures events from 1895 to todays most recentcoverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of EditorsPicks.Browse Editors' FavoritesHow can financial brands set themselves apart through visual storytelling? Our experts explainhow.Learn MoreThe Motorsport Images Collections captures events from 1895 to todays most recentcoverage.Discover The Collections Curated, compelling, and worth your time. Explore our latest gallery of EditorsPicks.Browse Editors' Favorites Post navigation just use valvoline 20-50 full synthetic for my cycles theres better but its good enoughAnyway thanks again Upgrade your oil to the best synthetic on the market! Below you will find the correct oil type for your 2019 Yamaha/Yzf R15 V3 0! BHPian Rocketscience recently shared this with other enthusiasts. My query is regarding the engine oil for my R15 v3 which comes with Yamalube Sporty Premium from the factory and this is what I have been using since I bought this bike. Yamaha claims this to be a fully synthetic oil but curiously, even at its full MRP, it is significantly cheaper than all the other oils of this type in the market despite being OEM (it is usually the other way round with pricing). Yamaha's claims are huge about their oil - the engine designers themselves are involved in creating their oils and hence they are the best. But on the other side, there are numerous reviews on the internet and YouTube claiming oils by Motul, Shell and Liqui Moly to be way superior - they last much longer, help reduce engine vibrations & increase mileage and whatnot. Now, engine oils are not like clothes and it takes a long time to try one and then compare and it is hugely unscientific (you would be comparing your worn-out oil with a brand new one if you switch brands). So I ask BHPians for their experiences on the same. Also, I have never felt that changing engine oils can noticeably change engine character (if it did, adding Shell fully synthetic oil to Honda iDTEC would simply make it as smooth/silent as the Hyundai CRDi) but as far as I know, synthetic oils retain their properties for longer and are supposedly better in extreme conditions and in cold starts so I stick to those for my car. For my bike, I do feel the vibrations and have used Yamaha's oil so is there any significant benefit if I switch to something like Motul 7100 or is it largely a placebo effect?Longevity is not a major concern for me as my bike has run around 3500 km in roughly 3 years with 3 oil changes but cold starts are somewhat of a concern for me as many of my trips are short and by the time engine heats up my trips usually end. Here's what BHPian shancz had to say about the matter: There is a benefit and let me share my experience. Motorcycle: TVS Apache RTR 180 2011 Factory oil: TVS Tru 4 10W30 can't recall mineral/semi-synthetic around 300/liter in 2011 Upgrade Oil: Motul 300V 1100/liter IIRC 5W50Reason: My morning run involved starting a cold bike in Bangalore, going a slight uphill gradient for 1.5 km with speed breakers then a smooth road for another 1 km and parking for the next 10-12 hrs, 5-6 days a week. Needless to say, the bike felt rough for the initial 5 mins and the moment it warmed/smoothened up it was parked. I always felt guilt towards the motorcycle and something had to be done. Discussed with a few friends, tolerated the 2-3 services with factory oil for better run in and switched to Motul 300V. Changes: The bike was smooth in the morning, no guilt felt, I was happy. What I hadn't noticed was how well the oil had masked the roughness which usually would set in once the bike starts to heat up after prolonged usage in city traffic/long trips. I used that as a sign to ease off on the highways. One fine day, in June 2012, around 14000kms odo, en route from Bangalore to Pune, enjoying the almost empty highways the RTR way. After 6 hours of fun, 80kms off Belgaum, the bike felt as if it was running out of fuel. Pulled in the clutch and it stalled. Drifted down to a safe spot to park and tried starting but it just started once and shut off. Decided to call my friend since I had the network and he immediately said you've overheated the bike. I was puzzled since it was butter smooth and then it dawned, the Motul 300V had outperformed the RTR 180. That's the difference it made. The bike at 55000+ kms now, still runs as good as new but since it has not been with me, TVS standard oil is being used. Will upgrade to something different again when I see it again. Your thoughts are largely captured in an earlier post here. Times have changed and from friends' experiences, the Motul 7100/8100 (Duke 390), Liqui Moly (Himalayan, Activa 6G) work very well. Biggest change being felt on the Activa. I also remember changing from some Castrol mineral oil from the ASC on our Matiz back in the early 2000s to GTX Magnatec and I could feel the engine revving so much freely, I was amazed. Out of experience, I have felt the biggest difference in switching from mineral to synthetic (semi or fully) rather than semi-synthetic to fully synthetic. Assuming your Yamaha is at least running on semi-synthetic so you might not feel that big a change in smoothness but the hot and cold engine experience should be very positive. So read the Access 125 post about switching grades and IMO if you want to give it a shot I would suggest trying the Motul 300V (should be V2 or something like that now). Hope it helps. PS: Check out the channel Sportztourer on YouTube, it has a good video on this subject with lab tests and all. I think he's a Bhpian too but not sure. The Access oil change was inspired by one of his videos. Also, you can be more sensible than me in selecting oil grades and costs. Experiment before making it standard. Here's what BHPian aargee had to say about the matter:Keeping it even simpler - The ones I have used for over a decade (or even more):Motorcycle Name - Honda CBR 250RRecommended oil - Shell 10W40 or Motul 10W40 or Motul 10W40 or Motul 10W40 or Motul 10W40 Fully SyntheticScooter Name (if I may) - Honda ActivaRecommended oil - Shell 10W30 or Motul 10W30 Semi SyntheticMotorcycle Name - Yamaha RX (all variants)Recommended oil - 5100 Motul 10W-40 Semi SyntheticHere's what BHPian drt rdr had to say about the matter: If your average running distance is not high enough to even warm up the engine adequately, I personally don't think you need to bother spending the extra money on synth oils. If you're interested in high RPM running, that's where you tend to see the benefits of synth oils the most. For what it's worth, I had tried out synthetic and semi synthetic oils on my air-cooled 150s when I was prone to revving the nuts off them. Castrol and Motul did make revving to the top seem smoother, and faster. Though there wasn't any noticeable change in grunt, the oil levels also seemed to drop much faster to the point that I had to keep topping up the oil every couple of weeks. I've switched back to mineral oils though. Here's what BHPian neil.jericho had to say about the matter: Over the last 12 years and 3 motorcycles (Yamaha R15, Royal Enfield Continental GT 535, Triumph Street Triple 675), I have tried multiple engine oils ranging from OEM to Castrol to Motul to Shell. In my experience, I have found that fully synthetic engine oils make my bikes run smoother for longer, as compared to OEM oils. You will notice the difference. Between the engine oils, roughly speaking, you get what you paid for. The more you pay, the better the product is (usually). Somehow, I just didn't like Castrol's engine oils. Triumph's OEM engine oils, especially the 300V which I've used quite a bit. But Motul oils are relatively expensive. In the past few years, I've tried Shell's fully synthetic oils. Theyast don't leave the engine running as smooth as Motul's fully synthetic but then again, they cost 70% of what Motul's oil does. Now I'll be shifting to Amsoil for both bikes in my garage, as I've heard good feedback on the product. Given your relatively low running, I will say that you can't go wrong with any engine oil. I'll suggest that you try a fully synthetic engine oil if you are looking for more refinement from your motorcycle. If Motul's fully synthetic engine oil falls in your budget, go for it. Check out BHPian comments for more insights and information. Yamaha made its initial foray into India in 1985. In August 2001, Yamaha Motor Co., Ltd, Japan (YMC). In 2008, Mitsui & Co., Ltd. entered into an agreement with YMC to become a joint-investor in the company "India Yamaha Motor Private Limited (IYM)". IYM's manufacturing facilities comprise of 2 State-of-the-art Plants at Surajpur (Uttar Pradesh) and Faridabad (Haryana). The infrastructure at both the plants supports production of motorcycles and parts for the domestic as well as overseas markets. With a strong workforce of more than 2,300 employees, IYM is highly customer-driven and has a countrywide network of over 1200 customer touch-points including 400 dealers. Presently, its product portfolio includes Fazer25 (249 cc), FZ25 (249 cc), YZF-R15 Version 2.0 (149.8cc), YZF-R15s (149cc), Fazer-FI (149cc), FZS-FI (149cc), FZ-FI (149cc), Chandpur Chapai Nawabganj Chittagong Chuadanga Comilla Coxs Bazar Dhaka Dinajpur Faridpur Feni Gaibandha Gazipur Beniganj Habiganj Habiganj Kurigram Kushtia Lakshmipur Lalmonirhat Madaripur Magura Manikganj Munensingh Mymensingh Naogaon Narail Narayanganj Narsingdi Natore Netrakona Nilphamari Noakhali Pabna Panchagarh Patuakhali Pirojpur Rajbari Rajshahi Rangamati Rangpur Satkhira Shariatpur Sherpur Sirajganj Sunamganj Sylhet Tangail Thakurgaon Which engine oil is best for your Yamaha R15 v3? You may be curious. Because it lubricates moving parts, lowers friction and wear, cools the engine, and prevents corrosion, engine oil is a crucial part of your bikes performance. Your bikes performance, sound, and feel can all be affected by the engine incorporates a variable valve actuation (VVA) system that adjusts the valve timing for improved performance throughout the rpm range. The bike also has a slipper clutch that reduces the engine, you need an engine oil that can withstand high temperatures and pressures, provide smooth shifting and clutch operation, and protect the engine from wear and sludge formation. The recommended engine oil grade for the Yamaha R15 V3 is 10W-40, which means it has a viscosity of 10 at low temperatures and 40 at high temperatures. This ensures that the oil flows well in cold starts and maintains its thickness in hot conditions. The engine oil capacity of the Yamaha R15 V3 is 1.05 litres, which means you need to change it every 3000 km or four months (if using Yamalube), whichever comes first. You should also check the oil level regularly using the dipstick and top up if needed. You should also check the oil level regularly using the dipstick and top up if needed. performance and cause damage. There are many brands and types of engine oil available in the market, but not all of them are suitable for your bike manufacturer and has good guality and reputation. Some of the popular engine oil brands for bikes are Yamalube, Motul Shell, Liqui Moly, Castrol, etc. Among these brands, Yamaha engineers to match the requirements of Yamaha engineer with reduced evaporation rate, which means it lasts longer and saves fuel. However, if youre seeking for suitable Yamalube substitutes, you may also take into account some other brands with comparable or superior qualities. Here are a few ideas for you: German-made Liqui Moly Street Race 10W-40 Fully Synthetic Engine Oil is an expert in lubricants and additives for motorcycles and automobiles. Its premium synthetic base oil offers your bikes engine exceptional lubrication and wear, increase fuel efficiency, and stop sludge development. Each litre costs about Rs. 2000 and requires less frequent visits to workshop as it has a change interval of 10000 kms. The French company Motul 300V 10W-40 Fully Synthetic Engine Oil is well-known for its racing-related goods and sponsorships. Its distinctive ester technology improves the dependability and performance of the engine in your motorcycle. oxidation, and anti-foam properties that guarantee the engine of your bike will run smoothly and last a long time. Per litre, it costs about Rs. 1250. Motul 7100 10W-40 Fully Synthetic Engine Oil: Another Motul oil appropriate for motorcycles like the R15 V3. Its synthetic base oil offers your bikes engine great lubrication and protection. Additionally, it contains unique additives that boost power output, decrease friction and wear, enhance clutch function, and prevent sludge development. Alternatively, you can choose all in one pack- Liqui moly performance pack. This pack is specially designed for performance oriented enthusiasts with contents- 1L Liqui moly Street Race 10w-40 engine oil, 20mL Liqui moly MoS2 shooter, 80mL Liqui moly 4T Additive shooter and 80mL Liqui moly Engine Flush shooter. These are some of the best engine oils for Yamaha R15 V3 that you can choose from depending on your budget and preference. You should chose the one which fits your budget and usage. You can get one from your local market or you can check the best prices available on Automarvels to get your favorite engine oil at your doorstep. Last updated on 26-Jan-2025, By imran The Yamaha R15 V3 is one of the fastest bikes in Bangladesh. This bike has the power of 19BHP at around 10000RPM. With the 19 horses, the Yamaha R15 V3 also comes with 14.7NM of torque at 8500RPM. The power and torque of this bike is unparalleled compared to all the sports bikes commercially available in Bangladesh. This is why the Yamaha R15 V3 has remained the top sports bike of the market. You can see Latest Price of r15 v3 price in bd. Also Read: Motul 5100 4T 10w40 Price In BDThe Yamaha R15 V3 is a part of the Yamaha R6 and the Yamaha R3. This bike comes with an assist and slipper clutch, which makes the clutch feel very enjoyable. The Yamaha R15 V3 also comes with a fuel injected and liquid cooled engine, which ensures very high fuel efficiency. In terms of engine oil: Mineral: This is made from natural resources. This sort of engine oil is completely natural and does not contain any form of artificial components. This type of engine oil is cheaper and has comparatively less viscosity. This kind of engine oil does not last long, as they let go of their qualities after only a few hundred kilometers. Also Read: Motul 3000 4T 20w40 Price In BDSemi-synthetic: This is made from combining natural resources and artificial components. This kind of engine oil is a bit more expensive than mineral oil. This kind of engine oil is able to retain its properties for longer than Mineral oil.Synthetic: This is completely made from artificial components. This engine oil also lasts the longest by retaining its properties. There are multiple grades of engine oil. manufacturer. This grade is considered based on the engines physical properties. Also Read: Adnoc Voyager MPX4-N SAE 10W-30 Engine oil are: 10W40, 20W50, 10W30 and more. These grades determine the viscosity and the weight of the engine oil at different situations. For example, the 10W40 engine oil will have a 10 weight cold start and have 40 weight performance at operating temperature; which is better than a 5W30 engine oil, because the higher the number, the better than a 5W30 engine oil grade is determined by the motorcycle manufacturer, and should not be meddled with. Also Read: Motul Chain Lube Price In BangladeshThe engine oil suggested for the Yamaha R15 V3 during the first few thousand kilometers. After that, it is okay to completely shift to synthetic oil. But if your bike is going through a lot of strain on a regular basis, it is okay to shift to synthetic oil earlier. The Yamaha R15 V3 has a set engine oil grade of 10W40. Other than that, the suggested brand is Yamalube, but other brands can be chosen according to the user's preference.

R15 v2 engine oil capacity. Recommended engine oil grade for yamaha r15 v3. Engine oil capacity of r15 v4. R15 v3 engine oil capacity. R15 v3 engine oil level.