

Accessing And Cleaning The Vino 125 Engine Oil Filter “Element”

Contributed by Dave Miller ‘The oil Elter “element” is mentioned but not shown or described in the Vino 125 Owners Manual. It is different from and a bit more challenging to get to than the oil “strainer” and magnet located on the bottom of the oil sump. To access the oil filter element, the oil delivery pipe right—angle connection bolt near the fill cap on the cylinder head must first be removed. This should be done after the “standard” oil draining procedure has been followed (the system must be free of oil). The right-angle connection bolt is located behind the same access panel normally removed to fill the scooter with oil. Getting the right-angle connection off is the easy part, removing the filter cover is the tougher one.

The oil filter element cover is located underneath the scooter behind the kickstand framework (see photos). It is on the lower front part of the engine and in close proximity to the exhaust system header pipe. There is very little working room around the housing that contains the filter element. I used several combinations of sockets and adjustable wrenches to remove the 2 cover mounting bolts shown in the photos, but a compact metric open—end or box wrench may be the better tool choice. Note that one of the bolts mounts flush to the cover, while the other extends out significantly. The other bolts on the cover seen in the photo are an oil drain bolt and the retainer for the oil delivery pipe that routes up to the cylinder head - it is not necessary to remove these to take the filter cover off the engine. Keep in mind that 3 or 4 tablespoons of oil will come out with the filter element, so properly protect the area under and to the side of the scooter’s frame for possible oil spillage. I used a rubber boot tray that I always have on hand for scooter oil changes.

The photos show the locations of the cover bolts and the stages of removal. Also be aware that the copper tubing will remain on the cover when it is removed, even though the Yamaha drawing doesn’t show it.

The tubing is the other end of the right-angle connection removed above. The actual filter element itself is a fine mesh cylinder with combination plastic and rubber end-bells. It’s intended to be carefully (emphasis on “carefully”) cleaned and reused. Mine was perfectly clean and required no real effort other than simply carefully wiping it off and inspecting it. Yamaha suggests replacing the rubber “O”-ring seal, but unless the ring is damaged, it should be reusable as well — mine was.

Take care to reinstall the element correctly - the two ends are different. When it’s inserted correctly, however, it will “feel” right. Trying to put it in the other way will not give that same “feel” of a good fit and Yamaha warns that it won’t function properly if not properly installed and the engine could be seriously damaged from improper oil circulation. Please don’t take that lightly, make sure it is carefully and correctly reinstalled and that it wasn’t damaged during the removal or reinstallation processes. Be certain to properly torque the bolts you reinstall {5.8 ft·~lbs for the cover retaining bolts, and 7.2 ft·~lbs for the oil delivery pipe bolt.

Yamaha suggests checking the filter “element” after the first 600 miles, then at 4,000—mile intervals (or at approximately every second recommended oil change). Believe me, you won’t want to do it any more often than that, but if you suspect poor oil circulation, a clogged filter element could certainly be one of the reasons. If after reading this brief description you find that checking the filter element is too challenging for your skill level, please don’t try it, but instead, refer this task to an authorized Yamaha dealer in your area. In all honesty, it does require quite a bit more time and skill than a simple oil change.

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