

XT350



SUCCESS BREEDS SUCCESS! NOW THERE'S A MIDDLEWEIGHT YAMAHA ENDURO FOUR-STROKE TO MATCH OUR BIG-BORE "THUMPERS". THE ALL-NEW XT350.

No-one interested in motorcycles can possibly be in any doubt about the winning capabilities of Yamaha's four-stroke enduro models. Success for our big-bore "thumpers" in spectacular off-road marathons like the Paris-Dakar and the Rallye des Pharaohs has seen to that.

Now there's a Yamaha middleweight to match the achievements and appeal of the big bangers. It's the XT350: an all-new, dual-purpose, enduro four-stroke that emphasises why this class has become one of the most popular in motorcycling.

The Yamaha XT350 owes nothing at all to previous XT models in the under-500cc bracket. It's new from the tyre treads up! In fact, the engine unit is perhaps even more advanced than its successful bigger brothers. A four-valve cylinder head, with narrow valve angles and double overhead camshafts, combines with the unique twin-carburettor Yamaha Duo Intake System (YDIS) to make the XT350 a high-revving unit with horsepower that many five-hundreds would love to have. Don't run away with the idea, however, that the XT350 is just a high-rpm, top-end screamer. A by-product of the YDIS progressive carburation is a wide spread of torque with plenty of pulling power in the mid-range.

You can't put a sensational new engine in the same old chassis, so the frame, suspension and styling of the XT350 are "state of the art" modern off-road design. Slim-built and lightweight, the triangulated "diamond" pattern frame has fully adjustable, rising-rate Monocross suspension with De Carbon-type shock that the rider can set to match his own weight or the demands of differing terrain. Rising-rate

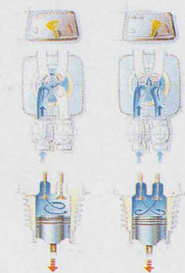
suspension has light, comfortable operation in normal riding conditions but when the going gets tough, the suspension gets tougher! It's the same at the front end. Leading axle, long travel forks with air-assisted springing that offers increasing resistance as the bumps get bigger.

It's all finished off with a highly efficient front disc brake and integrated tank/seat styling on the YZ motocross racer theme that allows the rider to quickly shift his body weight when making time cross-country.

We've virtually dominated the big-bike enduro four-stroke market ever since the first XT model appeared on the scene. Now it's the turn of the middleweight opposition to see what we can do.

Success breeds success. And the Yamaha XT350 is two-wheeled proof of that!

The XT350 engine develops high top-end horsepower thanks to its four-valve cylinder head with narrow valve angles for optimum gas flow. The camshafts are made in hollow-section, chrome-molybdenum steel to reduce their weight and drive the valves direct for precise high-rpm control. The camshaft drive chain has an automatic, self-adjusting tensioner. The progressive carburation provided by the YDIS twin carburettors guarantees a wide spread of mid-range torque and quick pick-up from low rpm while the six-speed transmission has ratios specially chosen to complement this power delivery. A crankshaft counterbalancer smooths out the vibration inherent in all single cylinder motors to aid both rider comfort and general reliability.



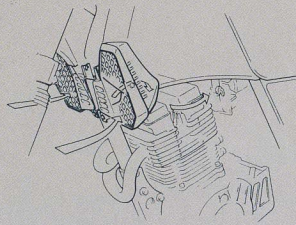
YDIS matches twin carburetors to the double inlet valves of the four-valve head. Direct cable-operated throttle of the primary carb gives instant engine response while constant velocity secondary unit allows efficient high-speed cruising. The system gives the XT350 the best of all worlds: fuel economy at low throttle openings, plenty of torque and high peak horsepower guaranteed by the large intake area of the two carburetors.



Disc brakes have now made a successful transition to off-road machinery and the XT350 comes equipped with an efficient hydraulic unit to ensure braking performance well up to the engine and suspension capabilities. Disc diameter is 245mm and the lightweight alloy caliper uses semi-metallic pads that are efficient and fade-free in all weather and terrain conditions. Hydraulic operation guarantees progressive, powerful and controllable braking.



The Yamaha Monocross suspension allows 220mm of rear wheel travel, the wheel being carried in a highly rigid, square-section swinging arm. Movement of the arm is controlled by a single De Carbon-type shock absorber that has five-position damper adjustment and a two-stage, progressively wound coil spring adjustable for spring pre-load tension. Cranked linkages between shock absorber and swinging arm exert increasing pressure as the loading gets heavier, spring rate and damping increase in rising proportion to suspension travel. The swinging arm pivots smoothly in needle roller bearings and the whole system gives a low centre of gravity and centralised weight mass.



Air scoops direct cooling air around the cylinder head so that the XT350 does not lose efficiency and power even under extended high-rpm running.

Ultra-reliable 12-volt electrical system powers the rectangular 45/40W halogen headlight. Compact tail & brake light combination is neatly built into the rear fender while turn indicators are flexibly mounted. Full instrumentation, including speedometer, tachometer and indicator lamps, is housed in a compact meter panel.



A 12-litre tank gives the XT350 plenty of range and the 855mm seat height means that the rider can still get a foot down in traffic or tricky off-road situations. Tank and seat are integrated, motocross-style, to give the off-road rider both protection and freedom of movement.

Leading-axle forks have air-assisted springing and slide smoothly in Du Metal bushes and low-friction dust seals to provide 255mm of wheel movement! Taper roller bearings at the steering head mean smooth action and a wide steering angle permits extra manoeuvrability in tight terrain.

Low unsprung weight aids suspension action and is achieved by the use of alloy rims, hollow wheel spindles and conical hubs. The 21-inch front wheel and 18-inch rear are shod with special all-terrain tyres.



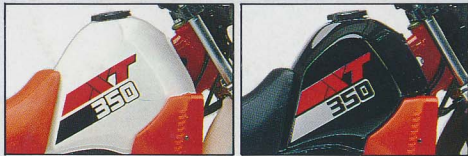
The large-capacity exhaust pipe is routed neatly through the frame to gain extra ground clearance. It has a special alloy undercoating to prevent rust.

Folding gear and brake pedals lessen the chance of breakage in the event of an off-road spill.

The six-speed transmission has specially selected ratios that match both the power characteristics of the engine and the different potential uses of the bike. First gear is very low, for tight off-road work, while the top five ratios are closely spaced to keep the engine pulling strongly.

Electronic ignition is preset for exact timing, is ultra-reliable and needs neither maintenance nor adjustment.

Rear view mirror(s) standard equipment.



XT350 SPECIFICATIONS

ENGINE

Type..... 4-stroke, DOHC, 4-valve,
single with YDIS

Displacement..... 346 cc

Bore and stroke..... 86.0 × 59.6 mm

Compression ratio..... 9.0:1

Max.power(DIN)... 31.0 PS(22.8 kW)
@7,500 rpm

Max.torque(DIN) ..3.0 kg-m(29.5 Nm)
@7,000 rpm

Lubrication Wet sump

Carburation..... Y24PV

Ignition C.D.I.

Starter system Kick

Fuel tank capacity..... 12.0 l

Oil capacity..... 1.6 l

Transmission..... 6-speed

Final transmission..... Chain drive

CHASSIS

Overall length.....2,210 mm

Overall width..... 865 mm

Overall height.....1,210 mm

Seat height..... 855 mm

Wheelbase1,420 mm

Ground clearance 275 mm

Dry weight..... 120 kg

Suspension

Front..... Telescopic forks

Rear..... Monocross suspension

Brakes

Front..... Hydraulic disc

Rear..... Drum

Tyres

Front.....3.00-21

Rear..... 110/80-18

Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice.

For further details, please consult your Yamaha dealer.

Always wear a helmet and eye protection.

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