



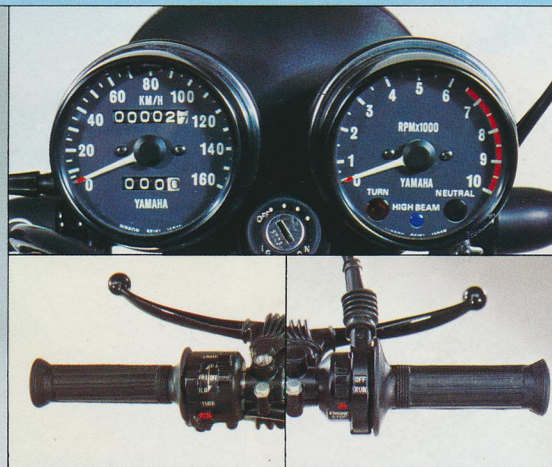
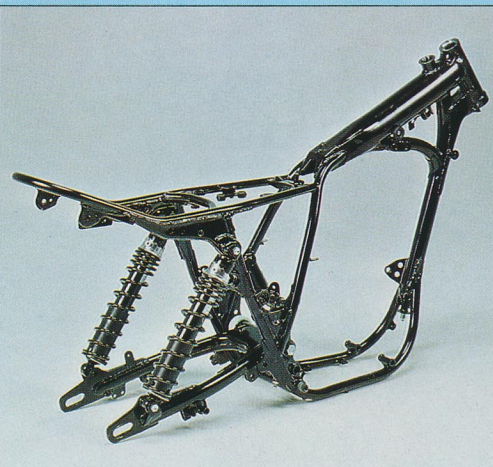
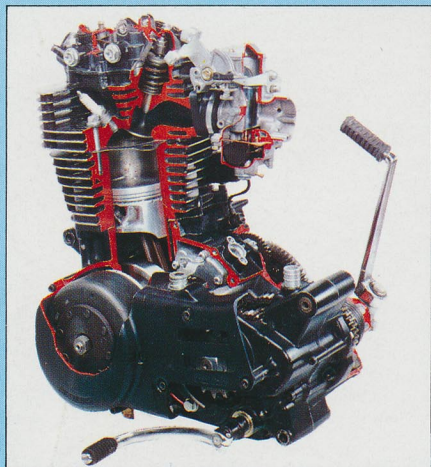
YAMAHA XT500

YAMAHA Brings Back The Big Single

Yamaha's XT500 Enduro is a bike with real character. And it's unique. The 499-cc, single-cylinder, overhead-cam engine brings back the delights of the big single "Thumper" to the world of motorcycling. The single-cylinder machine had almost been forgotten in large capacity classes until

the XT500 came back on the scene to be accepted with acclaim around the world.

Yamaha built the XT500 with all the advantages and none of the disadvantages of the "old-time" single-cylinder machines.



Engine

A 499-cc, single-cylinder, overhead-camshaft engine with a bore and stroke of 87 mm x 84 mm. The engine produces 32 brake horsepower which pushes along the 141-kg machine with ease. A dry-sump lubrication system operates through a trochoid pump from an oil tank contained in the top main-tube of the frame itself.

Carburettor

The XT500 utilizes a single Mikuni 32 mm VM carburettor. It operates on simple principles but it is an extremely modern unit that aids the smooth operation of the engine.

Transmission

The 5-speed gearbox is extremely smooth as Yamaha have used all their motocross expertise to provide the finest gearbox available. Wide ratios have been chosen to cater for quiet trail riding or a real blast across desert type going.

Frame

The XT500 has a unique, single-down-tube, semi-double-cradle frame. This sturdy tubular steel frame utilizes the front down tube as an oil reservoir for its wet-sump lubrication system, and for maximum protection and durability, double tubes extending from the engine protection plate cradle the engine at a point of optimum balance.

Front Forks

Extra long travel (195 mm) front forks with friction free bushes in the sliders ensure that the XT500 has the best possible suspension at the front end. The machine has been built to take the maximum amount of punishment that an off-road rider can give it and the front forks are no exception.

Rear Suspension

Utilizing a special nitrogen gas- and oil-damped shock absorber, a more uniform characteristic of suspension can be obtained. The units are angled forward and frame attachments are extra strong to cater for off-road use.

Brakes

Drum-brakes are fitted to front and rear wheels, but they have been carefully designed so that water, dust or road grime cannot enter the drum. This is achieved by a special labyrinth seal which closes the gap between drum and brakeplate without affecting the ingress of cooling air.

Special Features

A strong alloy sump-guard for rock protection, flexible turn signals, a tripmeter that can be reset, flange-less alloy wheel rims are all extra features that make the XT500 the ultimate machine for a rider who wants the best of both worlds, on and off the road.

SPECIFICATIONS

ENGINE

Type	4-stroke, Single, OHC
Displacement	499 cc
Bore & Stroke	87 x 84 mm
Compression ratio	9.0:1
Max. horsepower	32 bhp @ 6,500 rpm
Max. torque	4.0 kg-m @ 5,500 rpm
Max. speed range	150 km/h
Lubrication system	Pressure-fed wet sump
Starting system	Primary kick starter
Primary transmission	Gear
Final transmission	Chain
Gearbox	5-speed
Carburettor	VM32SS
Clutch	Multi plate, wet
Battery	6V, 6AH
Ignition type	Magneto, CB/Coil

DIMENSIONS

Overall length	2,185 mm
Overall width	875 mm
Overall height	1,165 mm
Seat height	840 mm
Wheelbase	1,415 mm
Weight (net)	140 kg
Fuel tank capacity	8.8 lit.
Oil capacity	2.2 lit.
Tires front	3.25-21-4PR
rear	4.00-18-4PR
Brakes front	Drum
rear	Drum

* Specifications subject to change without notice.

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