



XT500

YAMAHA



XT  
500

YAMAHA



# Putting some punch into the enduro scene

The Yamaha XT500 is the new and better way of presenting an old favourite to the motorcycling public. In past years the large capacity single cylinder machine, whether on dirt, street or racetrack, was the "glamour" bike on the motorcycle market. The "thumper" ruled!

In later years, machines with more exotic, multi-cylinder specifications ousted the big four-stroke single from the road and the racetracks, while the lighter two-strokes were the kings on the dirt.

Even so, there was still a great amount of feeling for the big single. Such a groundswell of affection that Yamaha felt that it must surely be something more substantial than simple nostalgia.

Hence the XT500—the first real full-sized 500 cc single cylinder machine to be sold in quantity since the nineteen-sixties and an immediate hit with motorcyclists on each side of the generation gap. The thumping, striding horsepower of the 499 cc overhead camshaft engine gives the XT500 a character all of its own... a character appreciated even by riders who were too young ever to have had the chance to ride those singles of almost two decades ago. The enduro-styled XT500 is a real dual purpose bike, capable of effortless cruising on the road or of thumping its way across the rough country to great effect.

An idea of its capabilities can be gained from the fact that Sweden's Bengt Aberg is using an XT500-engined motocrosser to such effect that in 1977 he became the first four-stroke to win a Grand Prix motocross in almost ten years... against the absolute best opposition in the world. And an XT500 in the hands of Frenchman, Gilles Comte, won the gruelling 6,000 mile marathon from the Ivory Coast in Western Africa to Nice in France. Conditions ranged from muddy jungle roads to the sands of the Sahara desert... an incredible test which the Yamaha XT500 passed with flying colours.

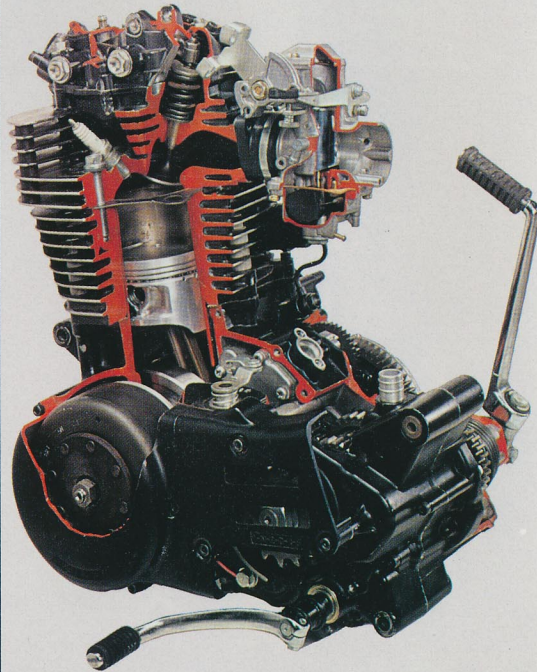
Now, thanks to Yamaha, people who

would have considered any 500 cc four-stroke single to be merely a collector's item are thinking again.

The "thumper" is back! The XT500 is everything that the old "thumpers" were—and then some!

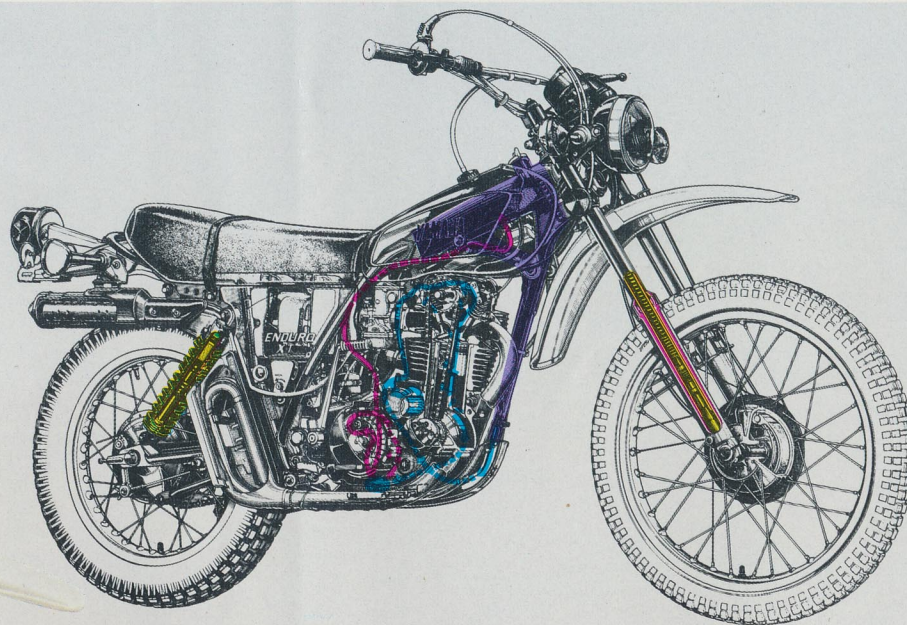
## Engine

The single cylinder engine of the XT500 has a single overhead camshaft and a bore and stroke of 87.0×84.0 mm. It produces 32.0 HP (23.5 kW) which is more than enough to make the XT a bike capable of dealing with long distance road mileages at speed as well as the off-road going. Magneto and coil ignition fires the big "thumper" while carburation is handled by a 32 mm Mikuni. The five speed transmission has specially chosen wide ratios that allow walking-pace, off-road speeds and them right up to highway speeds in the 150 km/h range.





# ene — The Yamaha XT500 “Thumper”

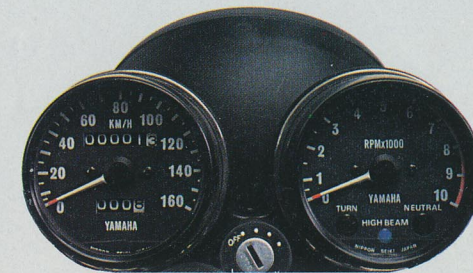


## Frame and Suspension

The XT500 has a full cradle frame with a single front downtube that divides into twin tubes beneath the engine. A strong, alloy sumpguard mounts on these tubes to protect the engine against rocks, tree roots and other off-road hazards.

The engine oil is carried in the large-diameter top tube, a feature which also adds to the inherent rigidity of the chassis. At the rear end, the suspension is handled by special nitrogen gas and oil-damped shock absorbers that are angled forward to give the extra rear wheel movement that off-road riding demands. The suspension also means superb comfort on the street.

Front end suspension is handled by special long travel (195 mm) front forks that also feature Yamaha's famous "anti-friction" bushes for an always-smooth action.



## Lighting and Instruments

Despite its off-road capabilities, the XT500 still has all the comforts and refinements of a street machine and is as happy cruising the highways as it is out in the woods. Full lighting equipment, turn signals, speedometer and tachometer, deep, comfortable dualseat and passenger footrests all come standard on the XT500.

## Brakes and Wheels

The strong, lightweight drum brakes pin down the 140 kg XT500 with ease, whatever the speed. In addition they have special labyrinth-type oil seals that prevent water and dust getting on to the brake linings—an invaluable feature on any enduro-type machine.

A 3.25×21 front wheel gives pinpoint handling at low speeds and precise, predictable high speed steering, while maximum traction is gained by the combination of the XT500's thumping horsepower and the wide-section 4.00×18 rear tyre. Both wheels feature "shoulderless" alloy rims for strength and easy cleaning.



**XT500**  
**SPECIFICATIONS**

**ENGINE**

Type .....	4-stroke, OHC, Single
Displacement .....	499 cc
Bore & Stroke .....	87.0 × 84.0 mm
Compression ratio .....	9.0 : 1
Max. horsepower .....	32.0 HP (23.5 kW) @ 6,500 rev/min
Max. torque .....	4.0 kg-m (39.2 Nm) @ 5,500 rev/min
Lubrication system .....	Dry sump
Starting system .....	Primary kick starter
Primary transmission .....	Gear
Final transmission .....	Chain
Gearbox .....	5-gear
Carburettor .....	VM32SS
Clutch .....	Multi-plate, wet
Battery .....	6 V, 6 AH
Charging system .....	Flywheel magneto
Ignition type .....	Magneto, CB/Coil

**DIMENSIONS**

Overall length .....	2,160 mm
Overall width .....	875 mm
Overall height .....	1,170 mm
Wheelbase .....	1,415 mm
Min. ground clearance .....	225 mm
Seat height .....	840 mm
Front fork travel .....	195 mm
Rear wheel travel .....	160 mm
Weight (net) .....	140 kg
Fuel tank capacity .....	8.8 lit.
Oil tank capacity .....	2.4 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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