XT550
YAMAHA

THE YAMAHA XT550–100% EFFECTIVE WHEREVER IT GOES

All enduro-styled trail bikes are "dual-purpose" but often only in a very limited sense of the word. The choice is usually between a smooth-riding street bike that is hard to handle on the rough, or a fast dirt bike that has a lumpy, bumpy ride on the tarmac.

Now at last, there is no need to ponder over which way to go — the new Yamaha XT550 really is two bikes in one. On the one hand a beefy trail bike with go-anywhere performance, and on the other a well-mannered street machine with commuter-style fuel economy.

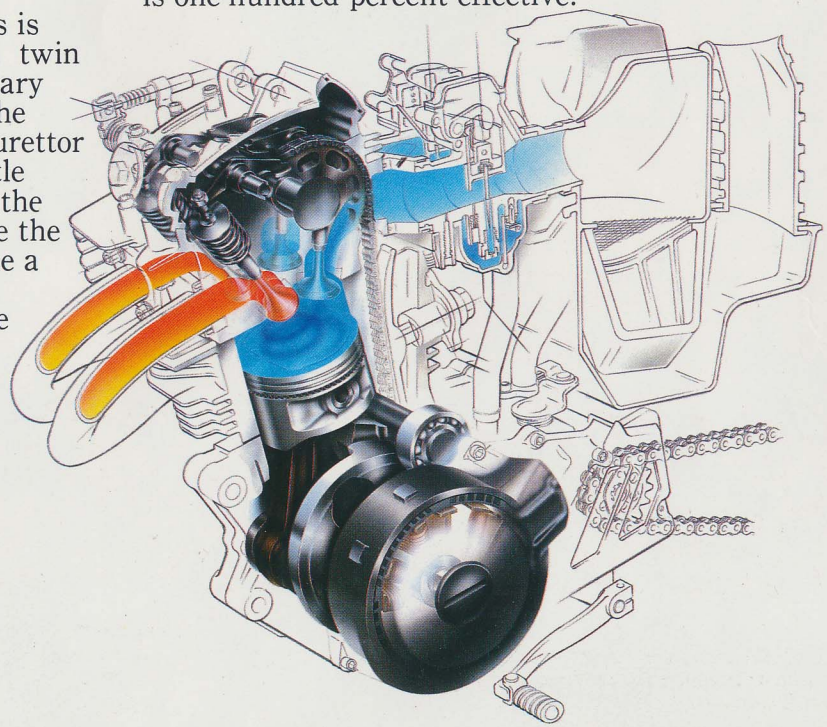
This welcome split-personality is due mainly to the choice of a 558cc four-stroke single that combines hefty horsepower with controllable low-speed torque. Add to this a host of technical features all designed to improve performance and at last you have a truly effective dual-purpose machine.

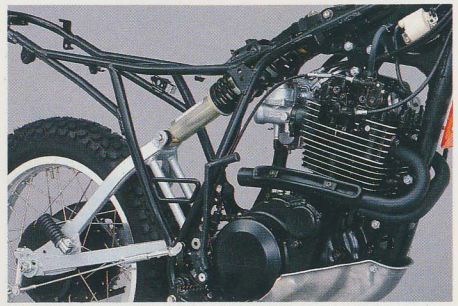
The most remarkable of these features is the Yamaha Duo Intake System (YDIS), a twin carburettor set-up that allows the secondary carburettor to come in progressively as the twistgrip is wound on. The primary carburettor operates continuously and on small throttle openings. It is this small unit that gives the XT550 its miserly fuel consumption. Once the throttle is opened wide, however, it's quite a different story. The flow of fuel and air through the primary unit is joined by the extra volume from the secondary carburettor to turn the XT550 into a high performance sportster.

All this fuel flow can be put to the best possible use because of the four-valve cylinder head that allows a larger intake and exhaust port area without changing the shape of the combustion chamber.

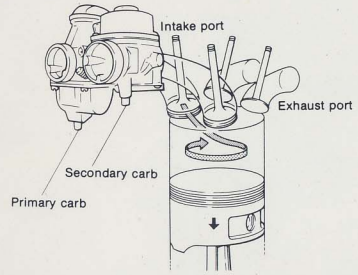
The chassis design of the XT550 is equally as advanced as the engine technology. Fully triangulated for total rigidity, the frame features Yamaha's competition proven Monocross suspension and motocross style front forks. The front fork inner tubes are extra large in diameter (38mm) to prevent flexing under stress and are air-assisted with adjustable damping.

Without doubt, the Yamaha XT550 is one of the best all-round motorcycles ever built. However it's used, the big four stroke single delivers what's necessary. Open road, off road — or even just on the way to the office — the XT550 is one-hundred percent effective.





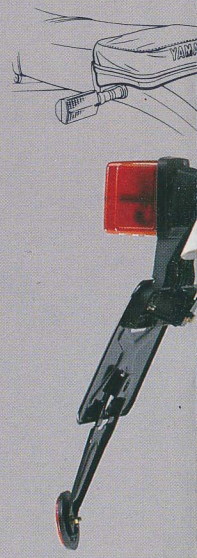
The Monocross rear suspension system employs a light, box-section rear sub-frame with a De Carbon-type gas/oil shock absorber to give 190mm of wheel travel. The fully-triangulated sub-frame has extremely high lateral rigidity, resulting in sure cornering and a stable straight-line ride.



The Yamaha Duo Intake System provides plenty of horsepower while still giving the XT550 the fuel economy of a commuter-bike! It does this by using two separate carburettors — one a direct pull throttle for immediate pick-up, the second a constant velocity type with vacuum-operated slide for more efficient carburation at higher cruising speeds. This unusual pairing ideally covers the dual-purpose needs of the XT550 enduro. At low speeds, the small-choke primary carburettor is the one which feeds fuel to the engine, creating a strong swirling motion of fuel vapour in the combustion chamber. This improves combustion efficiency and gives better fuel economy. The second carburettor comes progressively into play as the twistgrip is opened so that intake size is more than doubled when both carbs are wide open. Combined with the four-valve cylinder head, this gives an intake port area 20% greater than that of a conventional system.

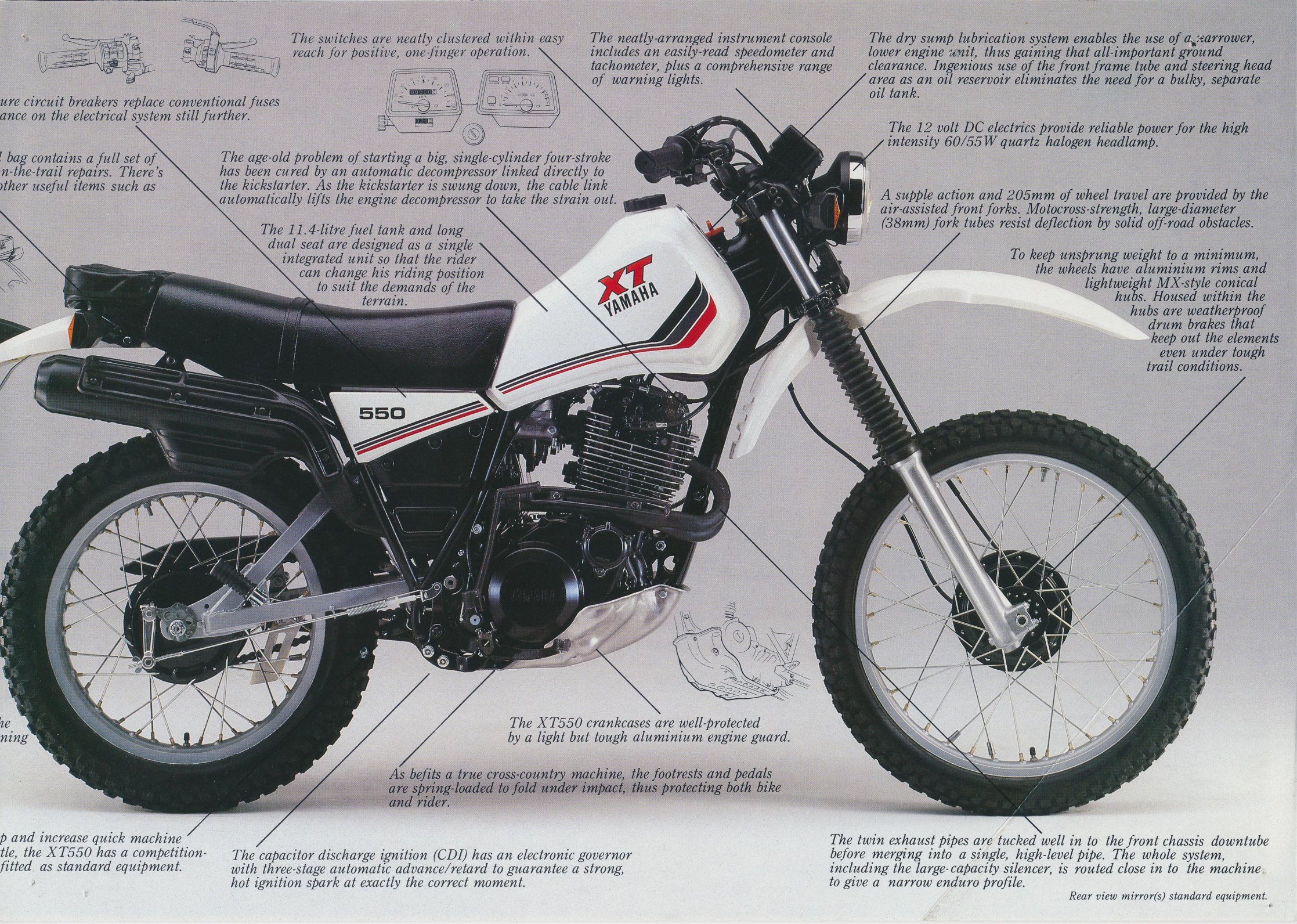
Re-settable minia
to reduce mainte

The waterproof too
essential tools for
also room to store
spare inner tubes.



The narrow 21-inch
front tyre and wide-
section, 18-inch rear
have a new tread
pattern designed to
combine traction in
dirt with smooth ru
on the road.

To prevent chain sl
response to the thro
type chain tensioner



The switches are neatly clustered within easy reach for positive, one-finger operation.

The neatly-arranged instrument console includes an easily-read speedometer and tachometer, plus a comprehensive range of warning lights.

The dry sump lubrication system enables the use of a narrower, lower engine unit, thus gaining that all-important ground clearance. Ingenious use of the front frame tube and steering head area as an oil reservoir eliminates the need for a bulky, separate oil tank.

The 12 volt DC electrics provide reliable power for the high intensity 60/55W quartz halogen headlamp.

ure circuit breakers replace conventional fuses ance on the electrical system still further.

bag contains a full set of n-the-trail repairs. There's other useful items such as

The age-old problem of starting a big, single-cylinder four-stroke has been cured by an automatic decompressor linked directly to the kickstarter. As the kickstarter is swung down, the cable link automatically lifts the engine decompressor to take the strain out.

A supple action and 205mm of wheel travel are provided by the air-assisted front forks. Motocross-strength, large-diameter (38mm) fork tubes resist deflection by solid off-road obstacles.

The 11.4-litre fuel tank and long dual seat are designed as a single integrated unit so that the rider can change his riding position to suit the demands of the terrain.

To keep unsprung weight to a minimum, the wheels have aluminium rims and lightweight MX-style conical hubs. Housed within the hubs are weatherproof drum brakes that keep out the elements even under tough trail conditions.

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The XT550 crankcases are well-protected by a light but tough aluminium engine guard.

As befits a true cross-country machine, the footrests and pedals are spring-loaded to fold under impact, thus protecting both bike and rider.

p and increase quick machine tle, the XT550 has a competition- fitted as standard equipment.

The capacitor discharge ignition (CDI) has an electronic governor with three-stage automatic advance/retard to guarantee a strong, hot ignition spark at exactly the correct moment.

The twin exhaust pipes are tucked well in to the front chassis downtube before merging into a single, high-level pipe. The whole system, including the large-capacity silencer, is routed close in to the machine to give a narrow enduro profile.

Rear view mirror(s) standard equipment.

XT550 SPECIFICATIONS

ENGINE

Type	4-stroke, SOHC, Single
Displacement	558 cc
Bore and stroke	92.0 × 84.0 mm
Compression ratio	8.5 : 1
Max.power(DIN)	38.0PS(28.0 kW) @6,500 rpm
Max.torque(DIN)	4.5 kg-m(44.0 Nm) @5,500 rpm
Lubrication	Dry sump
Carburetion	Y26PV
Ignition	CDI
Starter system	Kick
Fuel tank capacity	11.4 *l*
Oil capacity	2.2 *l*
Transmission	5-speed
Final transmission	Chain drive

CHASSIS

Overall length	2,260 mm
Overall width	860 mm
Overall height	1,180 mm
Seat height	860 mm
Wheelbase	1,400 mm
Ground clearance	250 mm
Dry weight	133 kg
Suspension	
Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tyres	
Front	3.00S-21-4PR
Rear	4.60S-18-4PR

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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