

MAXIM 650



LOOKS. FEEL. POWER. AND THE ULTIMATE COMBINATION OF ALL THREE.

After two years in production, the Maxim 650 still represents a revolution in engineering and design. And continues to offer any rider the Maxim ride.

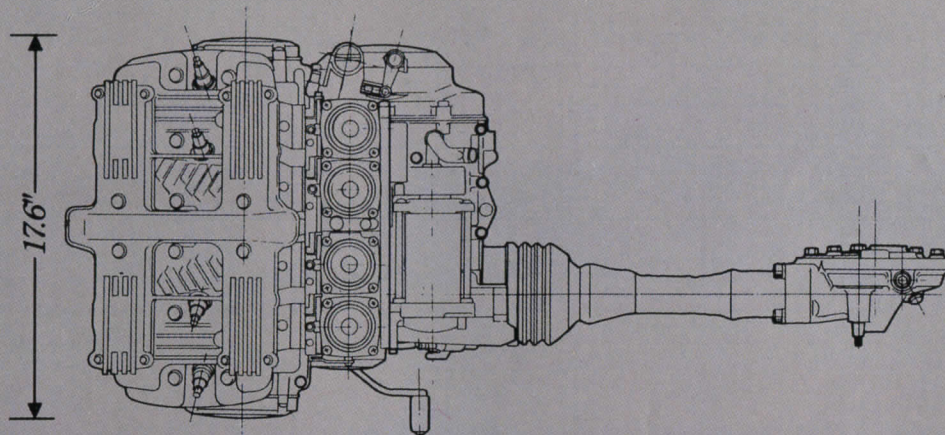
This is the motorcycle that gives you styling every bit as exciting as its astonishing performance. As a whole it is uncompromised. And incomparable.

Look it over. From the cast alloy spiraled wheels, the sleekly integrated lines sweeping back to the cast aluminum grab rail, this is truly the most beautiful machine you'll ever see.

Feel what it's like to have only 447 pounds (203 kg) under you. Sit in. Fit in. Low and comfortable. We redesigned the Maxim's 30.3" (770 mm) seat and pull-back handlebars to make it feel like it was made for you.

Test its power. This is the lightest, leanest and fastest 650 cc in-line four ever built. In fact, Cycle Guide Magazine reported a 12.6 quarter mile and 125 mph top speed.

Our dedication to minimum weight and maximum power gives it the best power-to-weight ratio of any competitive production machine. And the Maxim has such a broad powerband, it'll never leave you scratching for another gear.



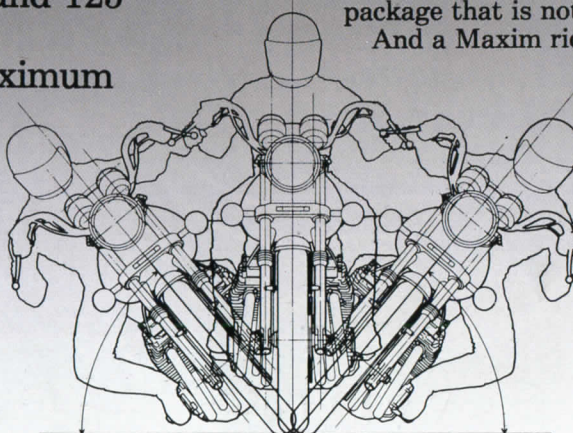
At the heart of the Maxim 650 is the most technologically awesome powerplant ever unleashed.

To make it the narrowest it could possibly be, we mounted the AC generator behind the cylinders and neatly incorporated the middle gear case into the transmission housing.

We gave it a unique shaft drive system that's smaller, lighter and more responsive than conventional shafts.

This, plus the Maxim's extremely low center of gravity, excellent steering geometry, tunable suspension, hairtrigger responsiveness and light weight give you a performance package that is nothing less than perfection.

And a Maxim ride. The way it should be.



The Maxim's narrowness results in a banking angle of 47 degrees.

Rear shocks feature adjustable spring preload for a comfortable ride and excellent road response.

A beefy, 16 inch high-performance rear tire turns all that torque into traction.

MATE

Thanks to our frame configuration, the seat is only 30.3 inches (770 mm) from the ground for superb handling when riding and feet-on-the-ground stability when stopped.

Tapered and hardened roller bearings make steering smooth and precise.

The Maxim's shaft drive is smaller, lighter and more efficient than any shaft drive ever produced.

Four Hitachi constant-velocity carburetors deliver instant, confident power response.

The front air forks offer 150 mm of travel.

The spiral, cast-alloy wheels are lighter and stronger than conventional cast wheels.

The upswept exhaust pipes are designed to deliver maximum power and looks with unmistakable Maxim throatiness.

The AC generator is behind the cylinders and the middle gearcase is in the transmission housing to make this the narrowest in-line 650cc four in production.

Rear view mirror(s) standard equipment.



XJ650J SPECIFICATIONS

ENGINE

Type 4-stroke DOHC four
 Displacement 653 cc
 Bore and Stroke 63.0 × 52.4 mm
 Compression Ratio 9.2 : 1
 Maximum Torque 38.3 ft.-lbs.
 (5.3 kg-m) @ 7,500 rpm

Carburetion Hitachi HSC32
 Ignition Transistor controlled
 Starting Electric
 Lubrication Wet sump
 Oil Capacity 3.1 Imp. qts. (3.5 ℓ)
 Transmission 5-speed

CHASSIS

Overall Length 85.2" (2,165 mm)
 Overall Width 33.7" (855 mm)
 Overall Height 46.1" (1,170 mm)
 Wheelbase 56.9" (1,445 mm)
 Ground Clearance 5.7" (145 mm)
 Seat Height 30.3" (770 mm)
 Dry Weight 448 lbs. (203 kg)
 Fuel Tank Capacity 2.9 Imp. gals.
 (13.0 ℓ)

Suspension

Front Air-adjustable
 Rear Adjustable damping

Brakes

Front Single disc
 Rear Drum

Tires

Front 3.25H19
 Rear 130/90-16 67H

Coloring Star Red
 Black Blue

Because of our ongoing efforts to make
 Yamaha motorcycles even better, specifications
 are subject to change without notice.

STEINBACH AIRCOOLED SERVICE (1974)

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YAMAHA
 THE WAY IT SHOULD BE.™