

SECA 650



THE NEW EUROPEAN SECA 650 WITH A REVOLUTION IN PERFORMANCE, HANDLING AND STYLING.

Ever since the sensation of the SECA 650 swept Europe, enthusiasts demanded it here. Everyone who tested it in North America gave it equal rating. Because the best handling motorcycle on the European market also has a performance profile that's perfect for the riding requirements of this country.

And now, Yamaha presents the SECA 650 with the added feature of Yamaha's proven Induction Control System.

Yamaha designed this sportbike not only for speed, but for grace of speed. And for comfort that plays a part as important as speed.

The secret of its success is its riding position and handling capabilities. Classic European styling, low handlebars and rearset footpegs make it feel comfortable instantly. Your weight rests evenly, arms slightly outstretched, wrists turned down to spread the load. Side and centerstands are pivoted and exhaust pipes are swept up to provide maximum ground clearance.

Add this to the SECA's suspension system and willing engine and you'll find yourself hunting out mile after mile of twisty winding road.

It's a different ride. From a different kind of motorcycle. The Yamaha SECA 650. Now available in Canada with YICS.

The achievement of the Yamaha SECA 650 lies in the uniqueness of this model over any competitors—European or North American alike. It's more nimble in action. It has better banking capabilities. Because Yamaha engineers refined the SECA to give it the best power-to-weight ratio possible.

In building the engine, we performed technological feats to make it narrow. In fact, it's only 17.6 inches (447 mm) at its widest point. Every part of the engine from the smallest component to our unique shaft drive system was designed to be as small, efficient and light as possible.

It seemed only logical that the next step would be to incorporate Yamaha's patented Induction Control System for 1982. YICS offers even greater performance by improving the low and mid-range powerband.

Even at small throttle openings, a series of sub-intake ports swirls the air/fuel charge through the combustion chamber at high velocity.

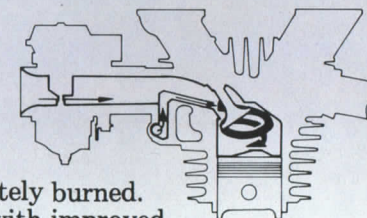
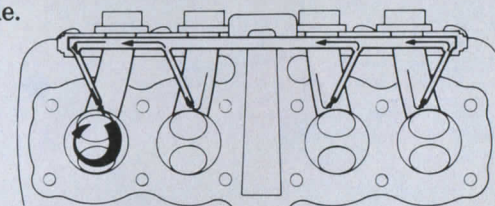
The mix blasts around the wall of the cylinder four times faster than in conventional engines until it is completely burned.

You get a ten percent fuel savings with improved performance. Consistent drawing power. And the correct flow of fuel mix at all times.

There are no moving parts within the system. It adds no weight. And no maintenance is required.

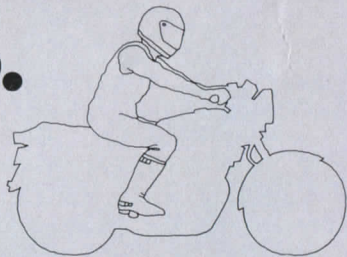
The result is a package in the SECA 650 that delivers superlative performance, agility and power over a broad rpm range. A combination you just can't keep from the rest of the world.

Rear shock absorber spring preload has five adjustment points so that suspension can be set for varying rider or load weights.



Tucked-in up-swept exhaust pipes give you increased banking clearance.

YICS.



The true Euro-riding position. Low seat line helps the rider feel that he's built into the machine rather than perched on top.

The 653 cc DOHC in-line-four provides the best power-to-weight ratio of any competitive production machine. Its narrowness and lightness make it the most agile.

Massive 8" (200 mm) quartz halogen headlamp lights up the road for confident night riding. And makes you more visible at all times.

An oil cooler is standard to help keep the engine at optimum operating temperature.

Tubeless tires and spiral cast-alloy wheels that are lighter yet every bit as strong as conventional cast wheels.

YICS blasts the air/fuel mixture around the combustion chamber for more even, complete burning. It increases fuel efficiency by about 10 percent. With no moving parts. And improves low and mid-range power.

To match the high performance engine, front dual disc brakes deliver high performance stopping.

Rear view mirror(s) standard equipment.





XJ650RJC 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 39.8 ft.-lbs.
 (5.5 kg-m) @ 7,500 rpm

Carburetion Hitachi HSC32(4)
 Ignition Transistor controlled
 Starting Electric
 Lubrication Wet sump
 Oil Capacity 3.2 Imp. qts. (3.6 l)
 Transmission 5-speed

CHASSIS

Overall Length 85.4" (2,170 mm)
 Overall Width 28.7" (730 mm)
 Overall Height 44.5" (1,130 mm)
 Wheelbase 56.5" (1,435 mm)
 Ground Clearance 5.5" (140 mm)
 Seat Height 30.7" (780 mm)
 Dry Weight 454 lbs. (206 kg)
 Fuel Tank Capacity 4.3 Imp. gals.
 (19.5 l)

Suspension

Front Telescopic forks
 Rear Swing arm

Brakes

Front Dual disc
 Rear Drum

Tires

Front 3.25H × 19
 Rear 120/90 × 18 65H

Coloring Brilliant Red

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.™