

YAMAHA XT500



YAMAHA'S XT500: COMBINED FORCE FOR TRAIL AND ROAD

The motorcycling world still hasn't recovered from the bold advent of the XT500. The historic virtues of the large-capacity single-cylinder four-stroke were little more than a fond memory for manufacturers and enthusiasts alike. Except for Yamaha. Realising the unique character and potential of the long-stroke power unit, the company's development engineers worked not merely to revive a fine tradition but to revolutionise it – to eliminate the headaches of the past while creating a smooth but muscular

motorcycle that would take the world by storm. The XT was an instant success. The lightness of the cycle parts and the exciting determination of the big engine made it the ideal off-road machine. Urging with perfect manners and spectacular force over the myriad obstacles of the trail – over rocks; through streams, mud, forests; across shale, dirt, and sand – the XT is the perfect balance of poise and power, a brilliant illustration of the combined effects of superb modern engineering and an old and

trusted formula.

Transferring to the road, the XT manoeuvrable, forgiving, and extremely magnificent in its breadth of purpose, uncompromising in its application of design to the traditional pleasures of

(Engine and gearbox)

(piston) Displacement of 499cm³ (87×84mm bore and stroke) gives 32hp (23.5kW) at 6500rpm and maximum torque of 39.2Nm (4.0m·kg) at 5500rpm.

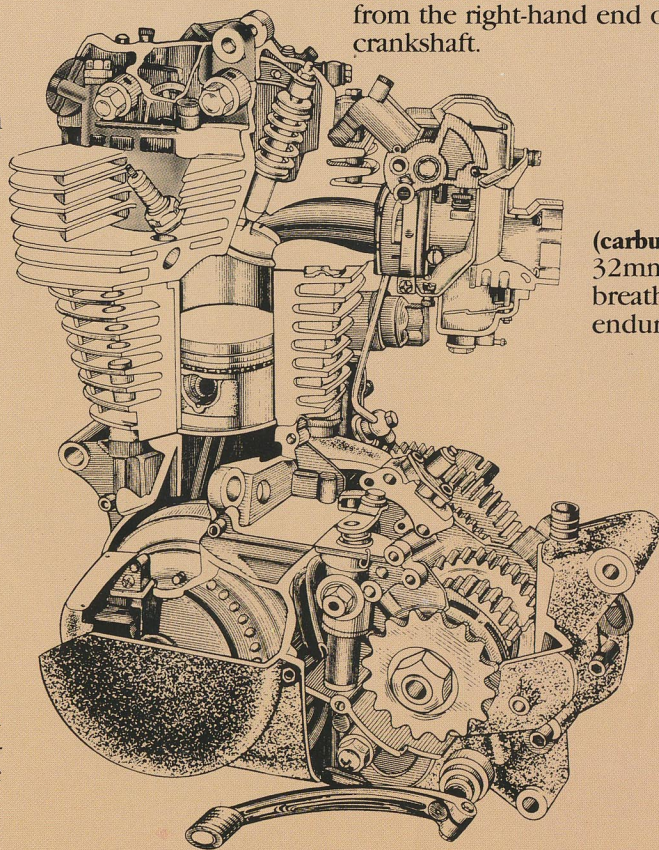
(ignition) Large flywheel magneto not only generates power for ignition and battery but enhances power characteristics.

(lubrication) Lubrication is dry sump, drawing oil under pressure from 2.4-litre reservoir within the frame.

(valves) Single overhead camshaft is driven via a tensioned chain from the right-hand end of the crankshaft.

(carburettor) Competition 32mm Mikuni carburettor breathes through a large enduro air cleaner.

(gearbox) Five-speed gearbox extracts maximum potential from engine on trail or highway. Clutch is wet multiplate and primary drive is by gears.



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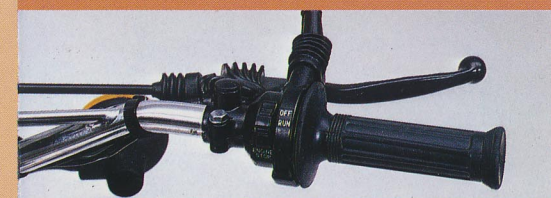
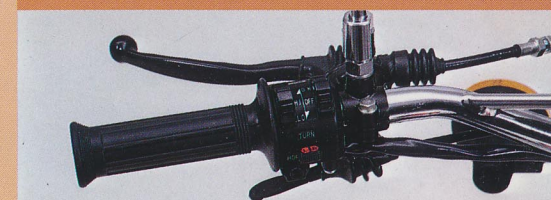
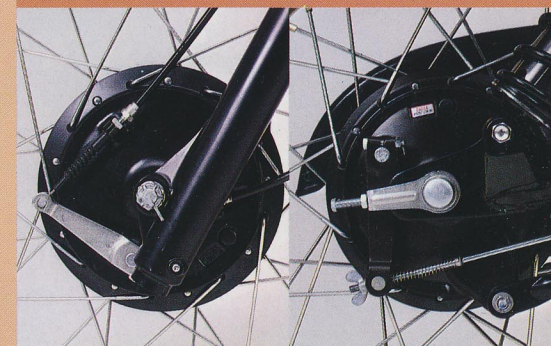
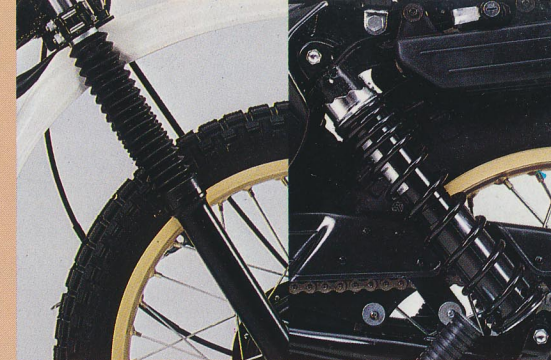
(Instrumentation) Full road instrumentation, including speedometer, tachometer, warning and indicator lights and comprehensive road-going electrics including powerful headlight and bright turn signals equip the XT for its dual role.

(Throttle) Quick-action throttle eases strain in enduro competition.

(Levers) Bell-crank levers, complete with dust covers, relieve strain on rider's wrists, particularly during long-distance enduros.

(Handlebars) Handlebars are braced to withstand rough riding and equipped with padding for rider protection.

(Frame and suspension) Strong, single-downtube frame with high engine mounting provides taut, predictable handling. Heavy-duty long-travel front forks now incorporate offset axle for additional damping. Rear units are inverted five-way adjustable shock absorbers, with steeply angled geometry for long travel. Deeply padded double seat adds to passenger comfort on a machine whose rugged handling on the trail gives way to a compliantly firm ride on the road. On trail or highway, the imaginatively conceived and boldly executed XT500 is among the truly outstanding achievements of modern motorcycle engineering.





DIMENSIONS

*Specifications subject to change without notice.



LIT-3MC-0107387-80E 54・11 x 10D1 (イギリス向) Printed in Japan