

XT600



THE YAMAHA XT600—THE TRADITION OF GREATNESS CONTINUES....

Yamaha's XT dual-purpose enduro machines are already a legend in their own time, with reputations enhanced by continuing success in the incredible Paris/Dakar marathon across the Sahara Desert and numerous other off-road classics around the world.

Now that tradition of greatness is continued by our latest offering for street or trail: the Yamaha XT600. It's a road-ready bike that neatly fills a gap between two of our existing models, the essentially long-distance Ténéré and the competition-oriented TT600.

The new XT600 is capable of winning an enduro or simply providing exciting street transport for you and a pillion passenger. It typifies the Yamaha tradition of the true dual-purpose machine — a bike that can do everything well, rather than a compromise that can only achieve mediocrity.

The total effectiveness of the XT600 is obvious at a glance, underlined by the full-race motocross styling, neatly blended with all the refinements needed for comfortable road riding.

The four-valve, twin carburettor (YDIS) engine has a crankshaft balancer to smooth out the inherent vibration of the big four-stroke. An automatic compression release is linked directly to the kickstarter and this, plus the preset electronic ignition, guarantees immediate fire-up. None of the usual starting hassles of big 'thumper' riding!

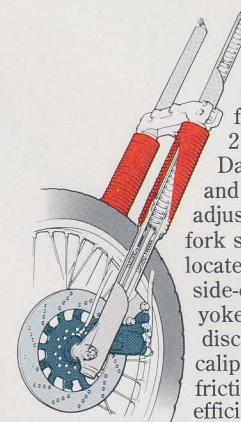
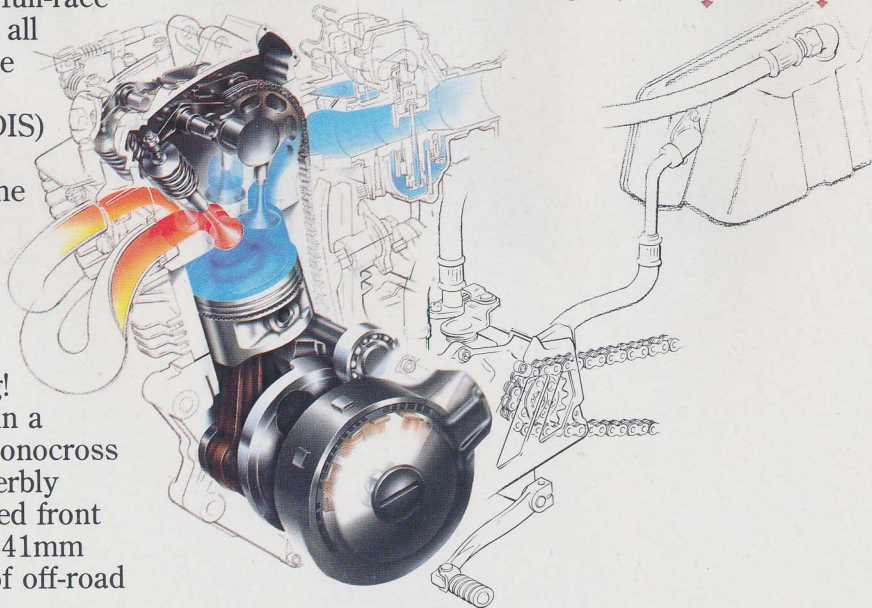
The compact power unit is housed in a triangulated chassis with rising-rate Monocross suspension that allows 235mm of superbly controlled wheel movement. Air-assisted front forks have 255mm of travel and large 41mm stanchions that resist the deflections of off-road

riding to keep the XT600 running straight and true.

Full road-going equipment includes 12V quartz-halogen headlamp, luggage rack and frame-mounted pillion footrests for maximum passenger comfort.

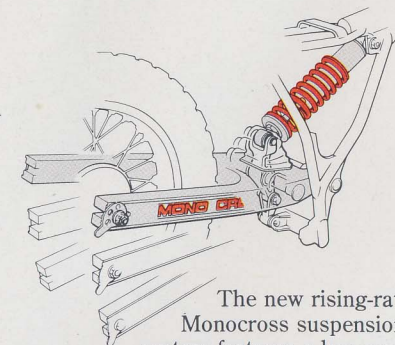
Muddy trails or motorways, trees or traffic ... the XT600 will handle any of them without drama or effort. Its predecessors have left it a lot to live up to but there's no doubt that the XT600 succeeds in every respect.

The XT600 provides a perfect combination of outright power and hard-pulling torque. Weight of the unit has been reduced by the use of magnesium crankcase covers, a lightweight piston and other detail trimming. The Yamaha Duo Intake System (YDIS) gives the XT600 the widest power range in its class. The combination of electronic ignition and automatic compression release linked to the kickstarter makes starting easy.



The front forks have a leading axle position for maximum damping fluid capacity and 255mm of wheel travel. Damping is air assisted and therefore infinitely adjustable. Rugged, 41mm fork stanchions are firmly located by a motocross-type, side-clamp steering head yoke. Lightweight, slotted disc brake uses alloy caliper and semi-metallic friction pads for all-weather efficiency.

Unlike any of its rivals, YDIS uses two different types of carburettors to feed the four-valve head. The primary unit has direct cable operation for 'quick throttle response'. The secondary unit is a constant velocity type which responds to engine pressure demands for smooth, high speed cruising. They are linked progressively and when both are wide open provide 20% more intake area than conventional, single carburettor systems.



The new rising-rate Monocross suspension system features a box-section alloy swinging arm pivoting on needle roller bearings. Its movement is controlled by a system of lightweight linkage arms and a single gas/oil shock absorber with adjustable spring pre-load and rebound damping. Monocross provides 235mm of rear wheel movement plus a lower centre of gravity and a centralized weight mass.

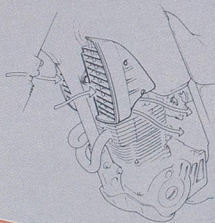
A sturdy, steel-tube XT600 rider value. Useful toolbox is mounted on the rack.

Open-end swinging arm design and snap cam chain pullers permit quick rear wheel servicing with precise chain adjustment.

Footrests are spring-mounted to cushion the rider in the event of a road spill. Passenger footrests are mounted for more comfort.

uggage rack gives the
ole carrying capacity.
unted neatly beneath

The motocross-styled fuel tank holds 11 litres and needs no breather pipe thanks to the new large-diameter filler cap with integral one-way valve. Competition-style seat allows aggressive off-road riding plus two-up touring capability. Seat height is only 860mm.



The airscoops help keep 4-valve cylinder head cool even under very high temperatures, and are neatly positioned out of the rider's way.

A newly designed instrument console is ultra compact to reduce the effect of weight inertia at the steering head. It still contains speedometer, tachometer and a full range of indicator lights.

Regular street users of the XT600 will appreciate the 12-volt, rectangular, quartz-halogen headlamp and the high-visibility tail-light unit. Turn indicators are flexibly mounted to prevent accidental damage.

Large, flexible plastic fender is immensely durable and offers great protection against stones and mud.

Light, alloy wheel rims and conical hubs lower the unsprung weight to improve handling. Tyre tread patterns are specially designed for large-capacity, dual-purpose motorcycles.

The XT600 chassis is constructed in high-tensile steel tubing and reinforced at its triangulation points for maximum resistance to lateral flex. A lightweight alloy guard protects the engine's underside.

The five-speed gearbox has ratios chosen to ideally match the spread of power developed by the XT600 and takes into account its all-terrain capabilities.

Dry sump lubrication reduces frictional losses, increases ground clearance and lubricates the engine efficiently.

Two small-bore exhaust pipes run into a single high-level system with large-capacity silencer. All are specially undercoated with an anti-corrosive treatment.

Rear view mirror(s) standard equipment.

loaded to protect
t of a slow-speed, off-
footrests are frame
comfortable two-up riding.

Sealed 'O-ring' chain retains its lubricant longer. The result is more durability and less maintenance.





XT600 SPECIFICATIONS

ENGINE

Type .. 4-stroke, SOHC, 4-valve, single
 Displacement 595 cc
 Bore and stroke 95.0 × 84.0 mm
 Compression ratio 8.5:1
 Max. power (DIN) 44.0 PS
 (32.4 kW) @6,500 rpm
 Max. torque (DIN) 5.05 kg-m
 (49.5 Nm) @5,500 rpm

Lubrication Dry sump
 Carburation Y27PV
 Ignition CDI
 Starter system Kick
 Fuel tank capacity 11.0 l
 Oil capacity 1.6 l
 Transmission 5-speed
 Final transmission Chain drive

CHASSIS

Overall length 2,190 mm
 Overall width 845 mm
 Overall height 1,190 mm
 Seat height 860 mm
 Wheelbase 1,435 mm
 Ground clearance 260 mm
 Dry weight 137 kg

Suspension

Front Telescopic forks
 Rear Monocross suspension

Brakes

Front Hydraulic disc
 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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