

XT600Z TÉNÉRÉ



THE TÉNÉRÉ STATE OF MIND. RIDING TO THE LIMITS OF YOUR IMAGINATION!



Fantasy or reality, the Yamaha XT600Z Ténéré is a bike that will take you anywhere. You'll probably never want to ride across the Sahara Desert on a motorcycle, for example, except during your dreams of freedom and adventure. If you did, however, the Ténéré could certainly take you all the way. That's because it's the real thing. Genuinely capable of completing the toughest off-road marathons (as private Ténéré owners prove in the epic Paris-Dakar race every year) in addition to being a superb road machine. The Ténéré didn't become Europe's best-selling motorcycle simply by dressing up and playing a part. It was developed through ten successful years of racing in gruelling, high-speed, long distance, cross-country races such as the Paris-Dakar, the Atlas Rally in Morocco and Egypt's Rally of the Pharaohs. The latest Ténéré emphasises that racing capability. It mirrors the 1987

Yamaha factory Paris-Dakar races in both styling and basic technical specification.

There's an eye-catching new head fairing, blending with a re-styled fuel tank to form an integrated and streamlined aerodynamic unit that enhances the Ténéré's top speed capability. Plus engine changes to increase the durability factor even further.

We know, of course, that not every Ténéré owner is going to load up and head for the desert. That's why we've made sure that it's also a superb machine for cross-country cruising..... on or off the road. Or even for high-profile riding on the city streets!

What we especially realise is that riding our Ténéré is very often a state of mind. You know that, wherever you ride in your imagination, the Ténéré could take you there in reality.

Maybe, one day, it will.....



Yamaha Duo Intake System uses twin, progressively-linked carburettors for increased power and more torque across a wider rpm-range.

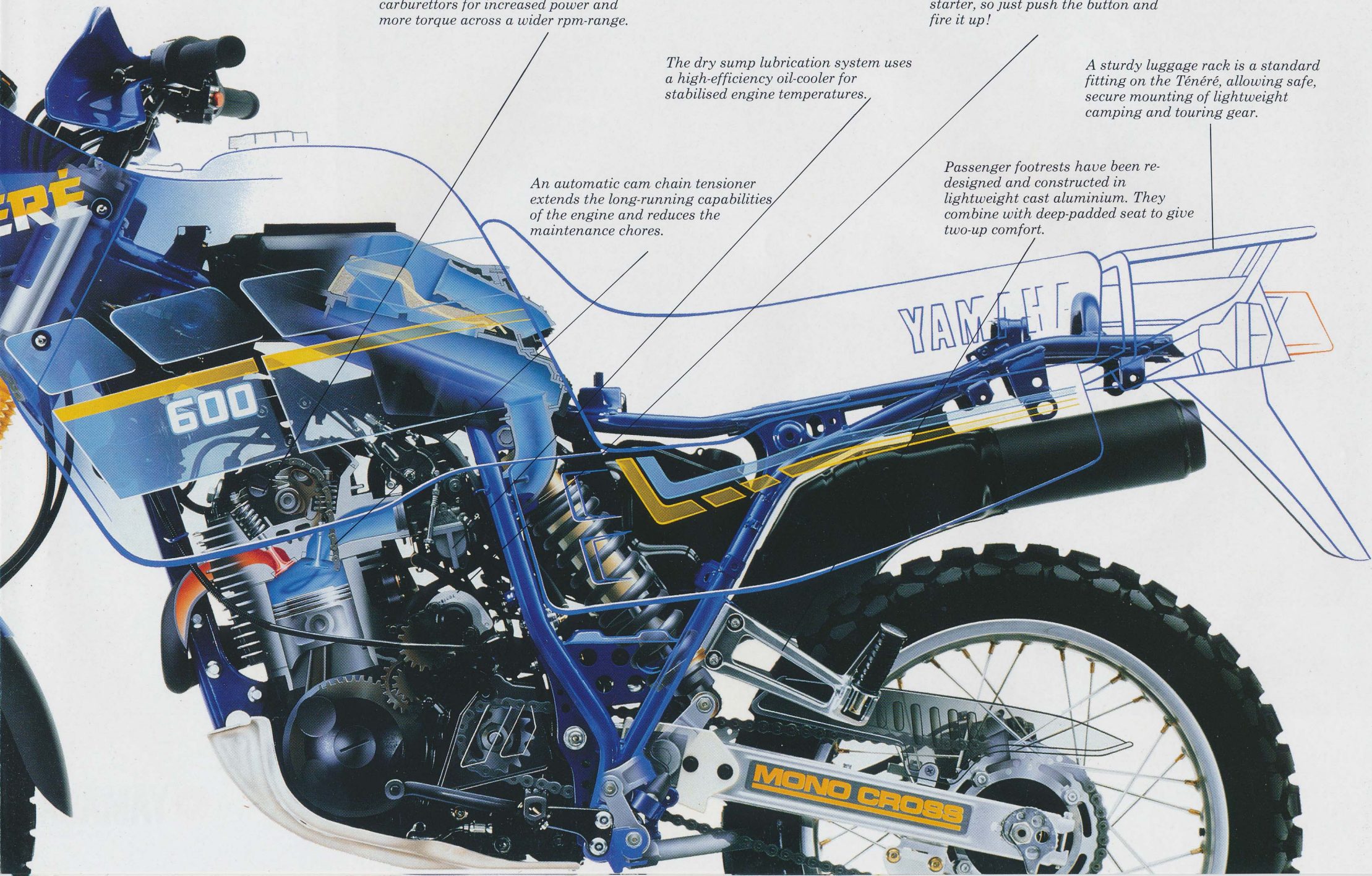
The dry sump lubrication system uses a high-efficiency oil-cooler for stabilised engine temperatures.

An automatic cam chain tensioner extends the long-running capabilities of the engine and reduces the maintenance chores.

Forget the worries of kick-starting a big single! The Ténéré has an electric starter, so just push the button and fire it up!

A sturdy luggage rack is a standard fitting on the Ténéré, allowing safe, secure mounting of lightweight camping and touring gear.

Passenger footrests have been re-designed and constructed in lightweight cast aluminium. They combine with deep-padded seat to give two-up comfort.

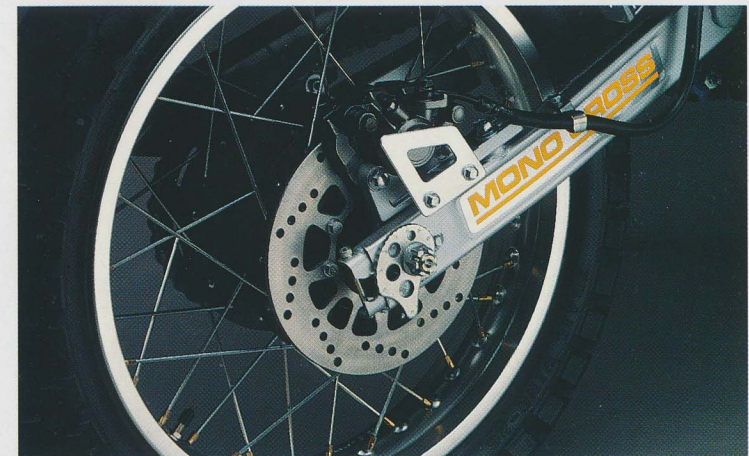
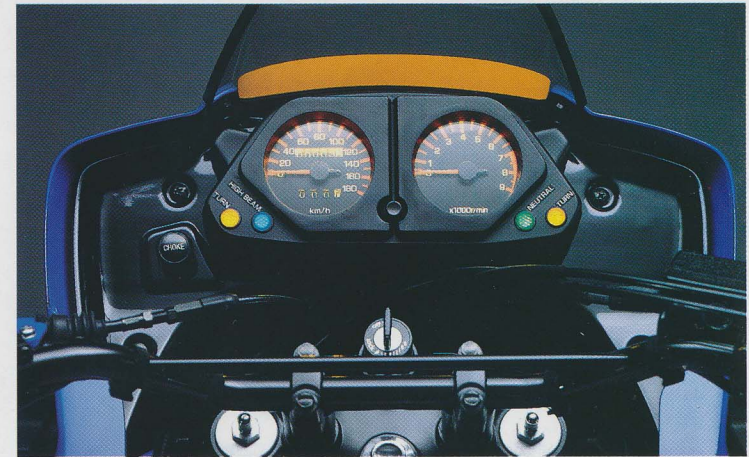
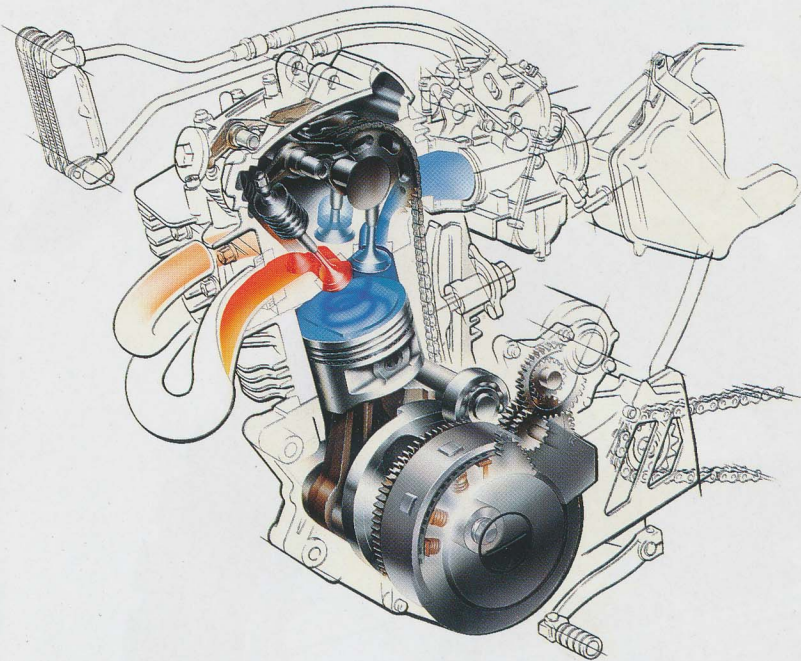


With the modifications made for the 1988 model, Yamaha's XT600Z Ténéré gets as close - in styling - as possible for a production machine to get to a factory Paris-Dakar racer. Derived directly from the works team Ténéré are the tank-mounted head fairing and its dual headlights, the new 23-litre fuel tank itself, the low-level front fender, the rear disc brake and various engine modifications that further strengthen the bike's reliability quotient. Main purpose of the head fairing is not to raise the bike's top speed but to protect the rider against the onslaught of the wind when cruising fast. The "high and wide" off-road riding position of the Ténéré means that the rider cannot tuck himself into the machine, so the streamlining effect of the fairing/fuel tank combination contributes greatly to reducing rider fatigue when running hard over long distances. Beneath the sleek and aggressive new bodywork of the Ténéré are the well-proven mechanical components that have played a major part in its success. Components that have given the bike a reputation for thundering performance and rugged reliability.

The tough 595cc four-stroke single-cylinder engine

is now even tougher thanks to oilway revisions in the dry sump lubrication system and bigger cooling fins on cylinder and head. The new fairing and low-level front fender also assist cooling by directing air through the oil-cooler and around the engine. And, thanks to its four-valve head and unique twin-carburettor YDIS induction, the big thumper delivers both a huge spread of torque **and** a top speed not far short of some multi-cylinder machines of similar capacity!

The Ténéré's suspension system has always been one of its strong points, with air-assisted long-travel front forks and Yamaha's famous single-shock, rising-rate Monocross layout at the rear. Comfort and maximum traction are the advantages this system delivers..... on road or off. Matching the 267 mm front disc brake on the newest Ténéré is another component from the factory racers. A 220mm rear disc has superseded the old 150mm drum brake, upgrading the stopping efficiency in all weathers. Engineering changes on the new Ténéré, therefore, are few. But they are changes that will maintain its front-running position, both in competition and in customer satisfaction.



Most visible of the changes for the latest XT600Z Ténéré is the addition of a new, aerodynamic head fairing which follows the lines of the unit developed for the factory team racers. Speeds in the Paris-Dakar and other off-road events dictate the use of a fairing, mainly to reduce rider fatigue and also to direct cooling air around the engine's cylinder head. The same advantages hold true

when the Ténéré is used at speed on the road. The frame-mounted fairing joins on to the re-styled, slab sided fuel tank, to form an integral streamlining element that directs buffeting airflow around and away from the rider. Within the fairing are dual headlights and a newly-designed instrument panel with large circular speedometer, tachometer and warning lights.





TECHNICAL SPECIFICATIONS

Engine

Type	Air-cooled, 4 valve SOHC single cylinder, 4-stroke
Displacement	595 cc
Bore & stroke	95.0 x 84.0 mm
Compression ratio	8.5 : 1
Max. power	46 PS (33.8 kW)/6500 rpm
Max. torque	5.2 kg.m/5500 rpm
Lubrication	Dry sump
Carburation	Y27PV Teikei
Ignition	C.D.I.
Starter system	Electric
Fuel tank capacity	23 L
Oil capacity	2.4 L
Transmission	5-speed
Final drive	Chain

Chassis

Overall length	2210 mm
Overall width	835 mm
Overall height	1340 mm
Seat height	890 mm
Wheelbase	1460 mm
Min. ground clearance	255 mm
Dry weight	165 kg
Suspension Front	Telescopic forks
Suspension Rear	Monocross
Brakes Front	Single Ø 267 mm disc
Brakes Rear	Single Ø 220 mm disc
Tyres Front	3.00-S21
Tyres Rear	120/80-S18

*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.*

Mitsui Machinery Sales (U.K.) Ltd.
Oakcroft Road
CHESSINGTON/SURREY KT9 1SA
Tel: 01-3975111
Tlx: 929929



MC-XT600Z-88E