

YAMAHA SR500

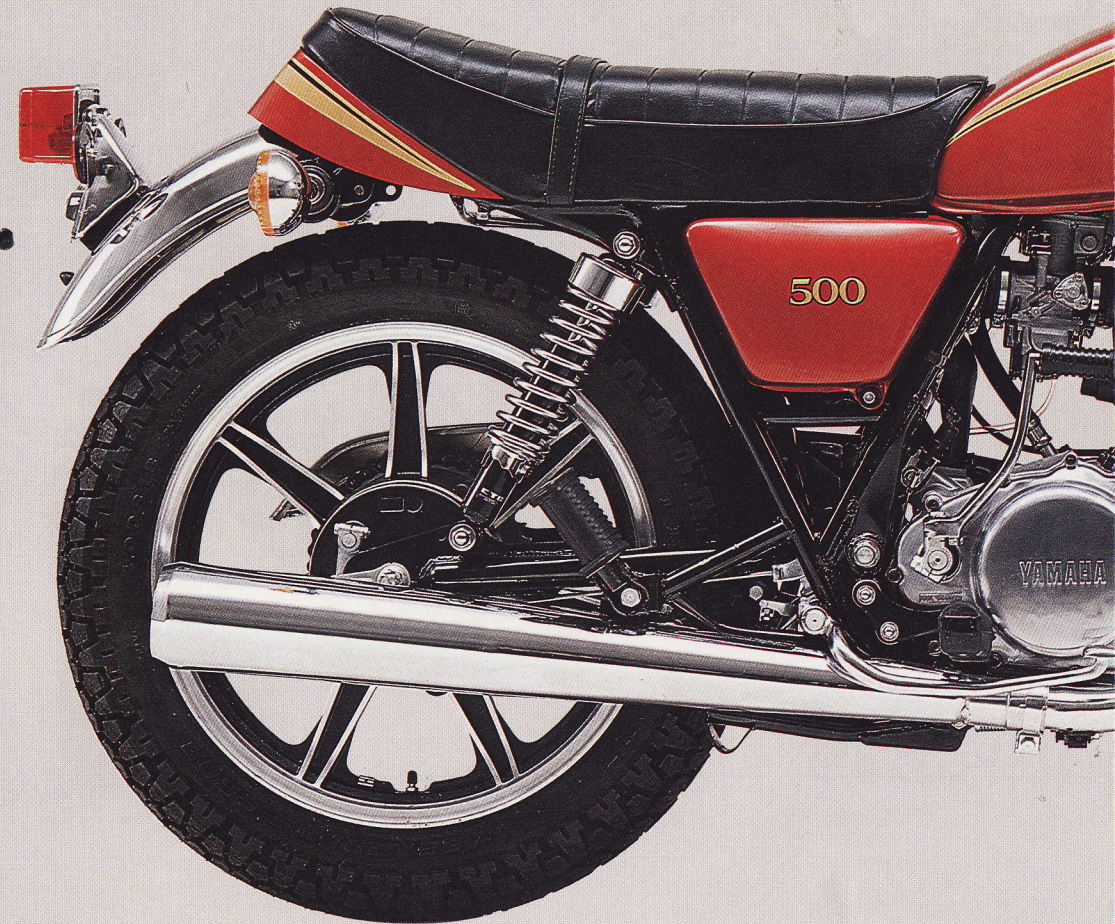
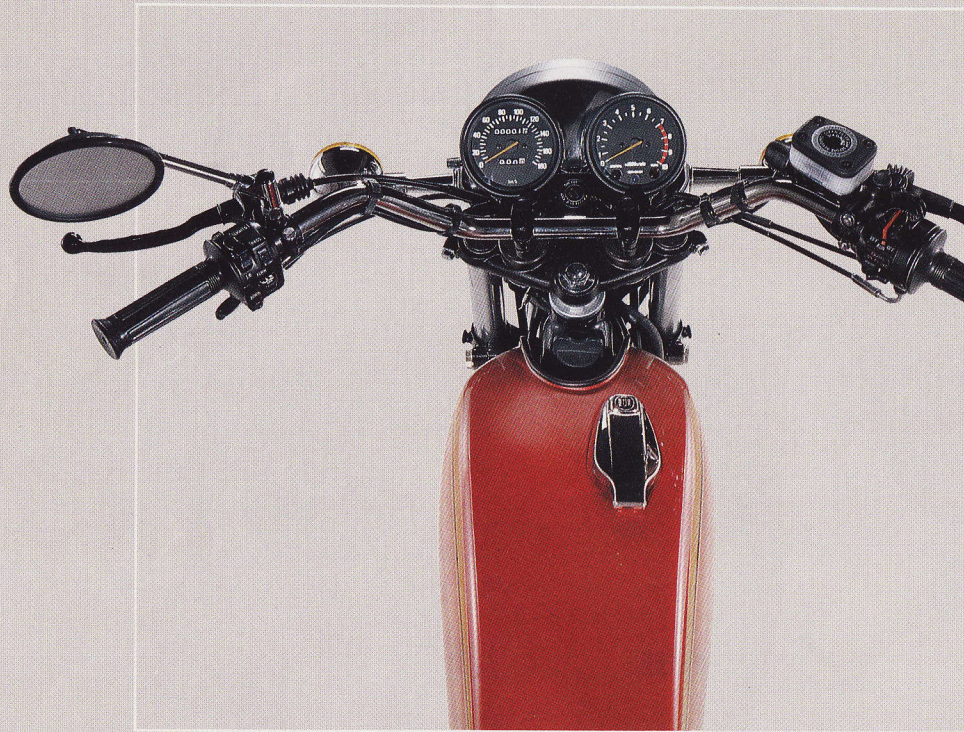


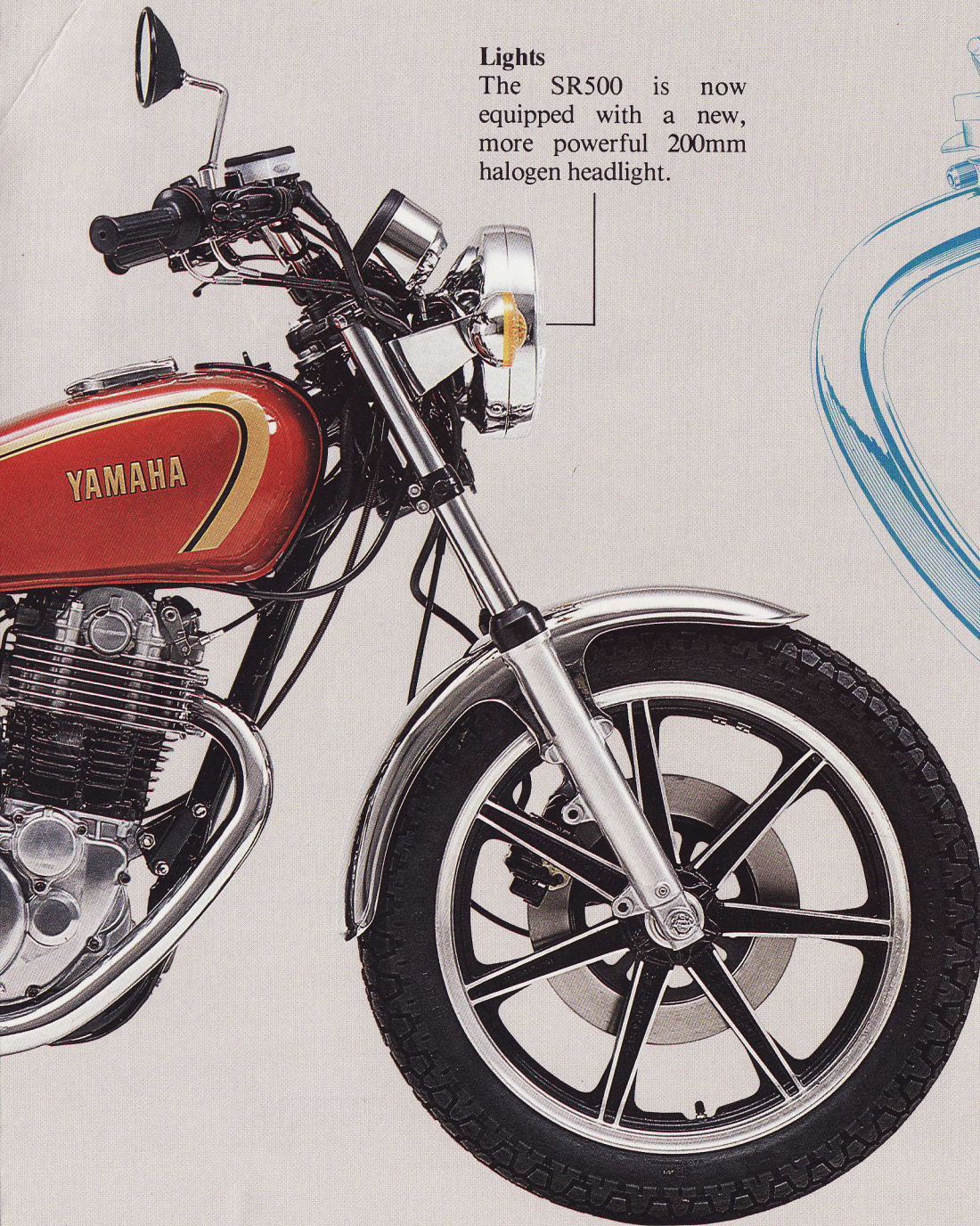
Pulse of today: Yamaha's SR500 updates the big single

When Yamaha's SR500 was introduced, it caused a sensation. Following hard on the heels of the dual-purpose 500cc single, the XT500, the SR500 had been anticipated as a bid for nostalgia. Nothing could be further from its purpose. Yamaha began by recognising the engineering attractions of the large-capacity single-cylinder four-stroke. So the SR had much in common with its predecessors. But it was recognised at once as one of the most far-sighted engineering projects of its day.

The SR is light, narrow, and extremely responsive. With its carefully concentrated mass and low centre of gravity, it flicks easily

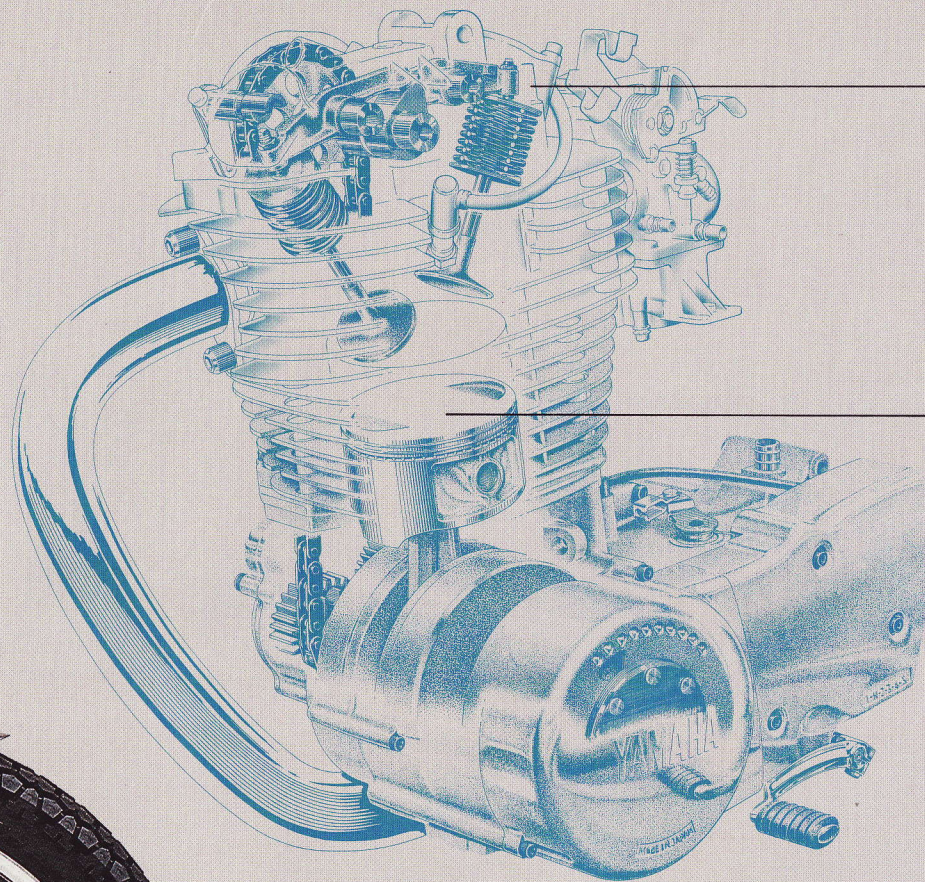
and quickly from side to side, and yet achieves surprising lean angles with the confidence of a racer. The narrow engine, as Yamaha engineers foresaw, contributes hugely to the superb handling of the SR. Its power characteristics are already legendary. The pulsing torque of the long-stroke single is unforgettable. The forceful urgency of the power delivery is, however, matched in the SR by a gently willingness to plug through towns and a delightfully relaxed style on the open road. The 500 single, infused with fresh thinking and contemporary engineering, has returned in a motorcycle of rare distinction — a motorcycle so advanced that the rest of the world has yet to catch up.





Lights

The SR500 is now equipped with a new, more powerful 200mm halogen headlight.



Cylinder head

Cylinder head and barrels cast in heat-dissipating alloy. Single overhead camshaft is driven via tensioned chain from right-hand end of crankshaft.

Piston

Displacement of 499cm³ (87 x 84mm bore and stroke) delivers 33hp (24.2kW) at 6500 rpm.

Carburetor

Single 34mm Mikuni carburetor delivers mixture. Vacuum tap prevents flooding. Choke button ensures correct setting for starting, which is aided by a piston-position indicator on camshaft housing.

Gearbox

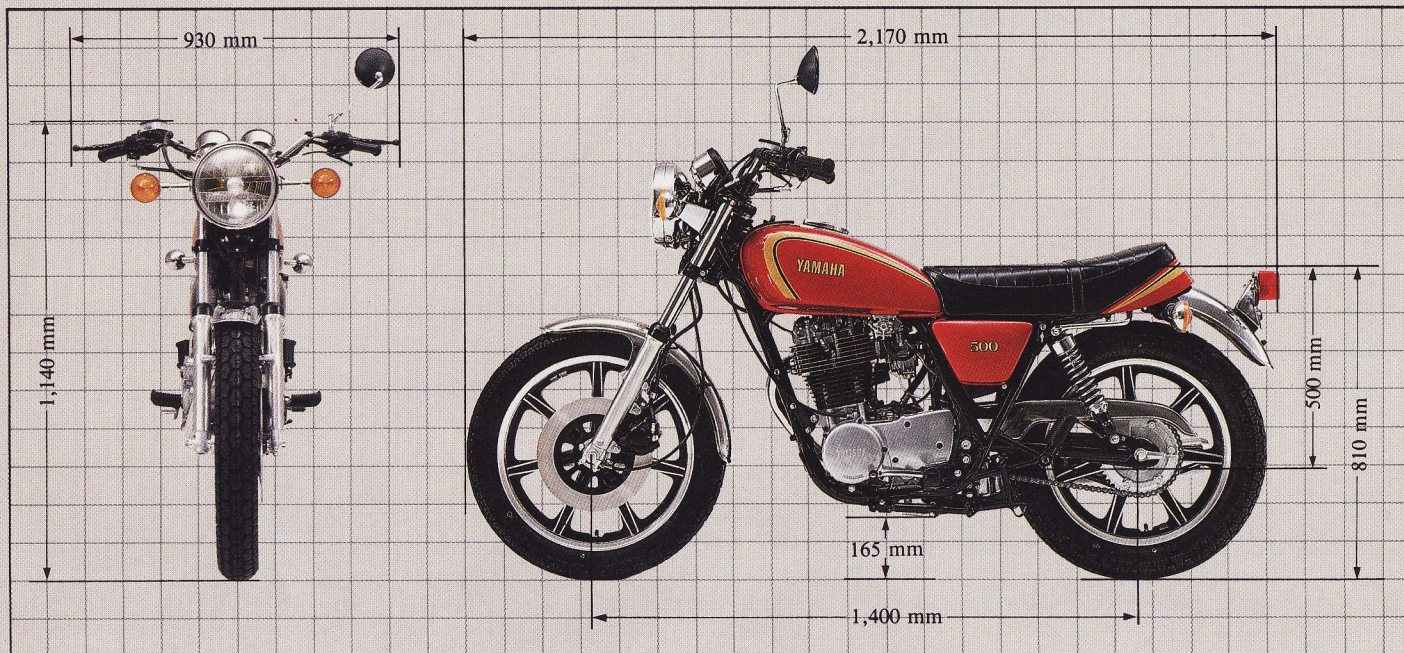
Gearbox features five carefully selected ratios to provide smooth traction from walking pace to motorway cruising.

Forks and frame

Heavy-duty forks give 150mm of travel and incorporate Teflon anti-stick bushes for positive handling and a comfortable ride. Frame is strong and rigid single downtube and rear suspension units are steeply angled for extra travel and adjustable to five settings. The SR is equipped with a comfortable, deeply padded dual seat.

Wheels

Cast-alloy wheels, dynamically balanced, ease tyre wear, improved handling, and contribute to the exciting styling of the SR 500. Front brake is 295mm disc; rear is integral drum.



SPECIFICATIONS

ENGINE

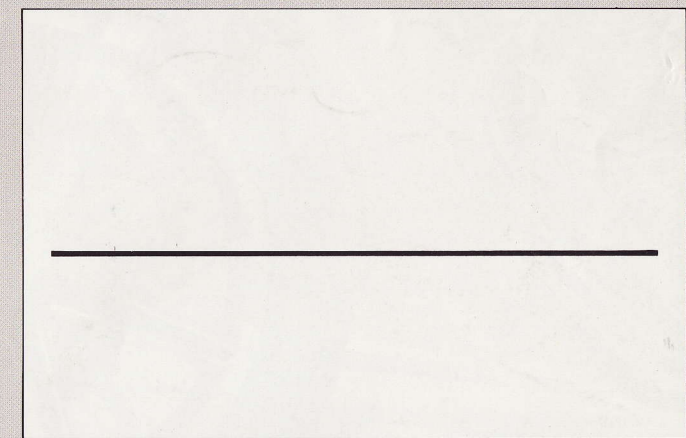
Type 4-stroke, SOHC, single
 Displacement 499 cm³
 Bore & Stroke 87 x 84 mm
 Compression ratio 9.0 : 1
 Max. horsepower 24.2 kW (33PS)
 @ 6,500 rev./min.
 Max. torque 38.2 Nm (3.9 kg-m)
 @ 5,500 rev./min.
 Lubrication system Dry sump
 Starting system Kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 5-gear
 Carburettor VM34SS x 1
 Clutch Multi plate, wet
 Battery 12V, 7AH
 Charging system AC Magneto

Ignition system CDI

DIMENSIONS

Overall length 2,170 mm
 Overall width 930 mm
 Overall height 1,140 mm
 Wheelbase 1,400 mm
 Seat height 810 mm
 Ground clearance 165 mm
 Weight (net) 161 kg.
 Fuel tank capacity 12 lit.
 Oil capacity 2.4 lit.
 Tires Front 3.50-19-4PR
 Rear 4.00-18-4PR
 Brakes Front Hydraulic disc φ298 mm
 Rear Drum

* Specifications subject to change without notice.



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