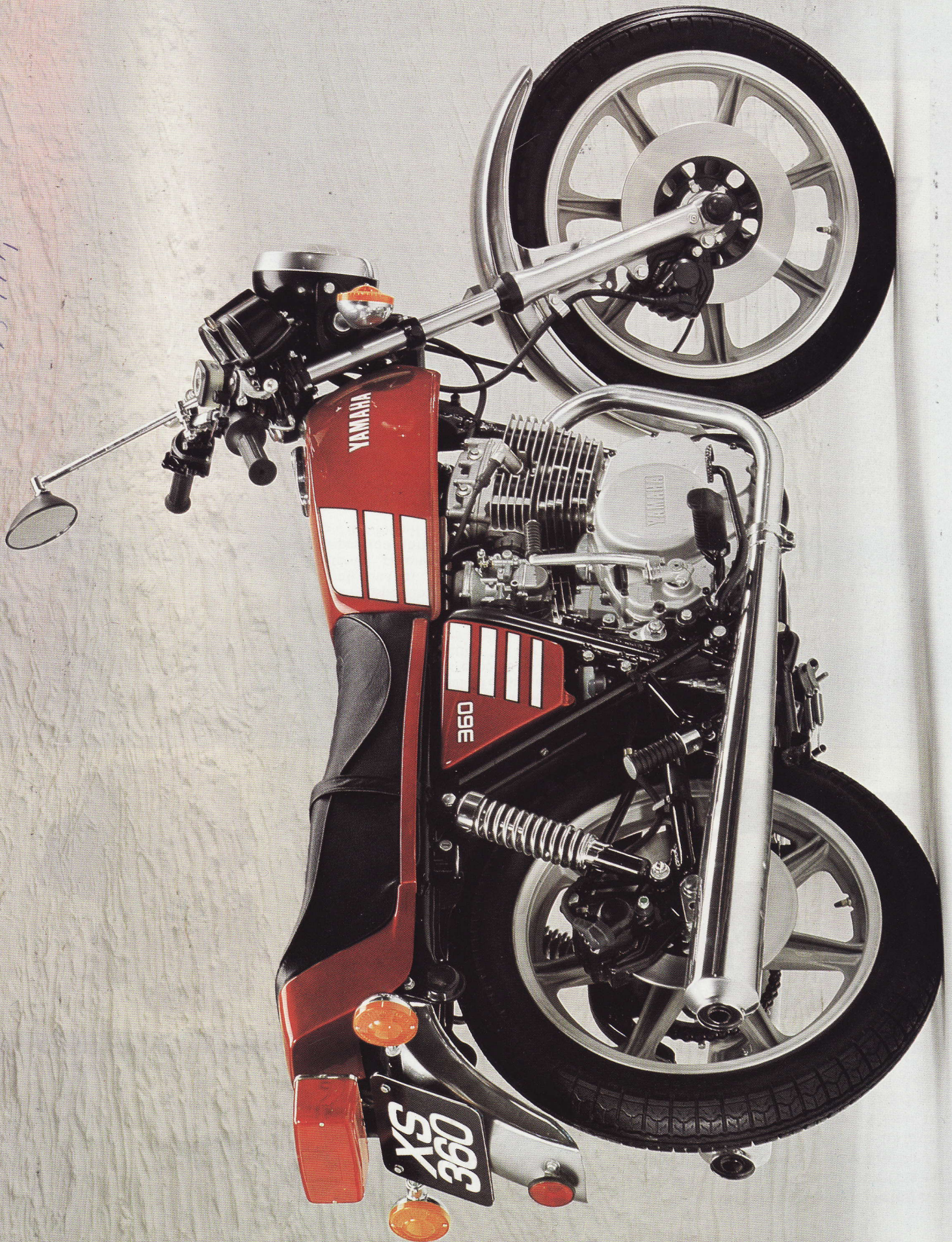


YAMAHA XS360

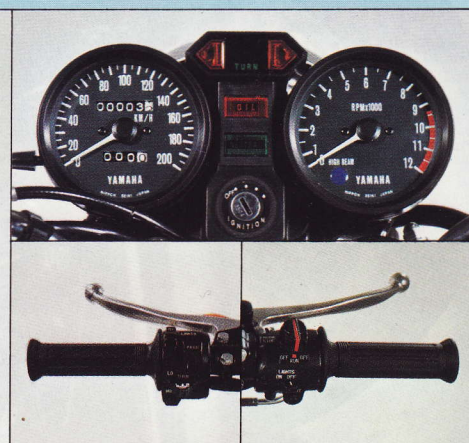
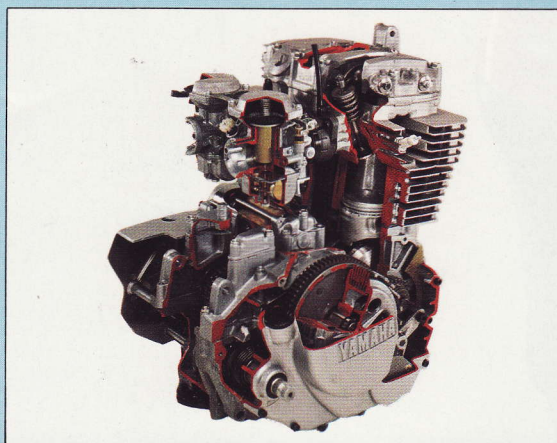
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The Major Middleweight Motorcycle

The XS360 is not just a new Yamaha Motorcycle, it is the world's best quality middleweight contender. Take the 180-degree crankshaft layout for vibration-free twin-cylinder running. Add the best electrical components of almost any machine on the market, such as a three-phase electromagnetic field coil system that keeps the battery fully charged even on short runs or stop-go in-town work. Further consider the refinements of an automatic fuel tap

and a single adjustment screw to synchronize both carburetors and the fact that Yamaha have made real progress is obvious. Service tasks have been eliminated or simplified. Electric starter is standard equipment as is the unique Yamaha self-cancelling turn-signal system. The XS360 is economical in every department, yet its 6-speed gearbox can enable the rider to get terrific performance well over 90 miles per hour.



Engine

Single-overhead-camshaft, twin-cylinder 358-cc engine has bore and stroke of 66 mm x 52.4 mm. The crankshaft operates the pistons at 180 degrees and drives the camshaft by chain from a central sprocket. The crankshaft's big-end-bearings are of shell construction. Power output is 34 hp.

Carburetors

Double SU type Mikuni constant-vacuum carburetors are fitted to the XS360. Each breathes through an air filter and has a venturi diameter of 34-mm. Pre-set on engine assembly, the carburetors operate on the vacuum principle and have been jetted for maximum economy at normal touring speeds and for maximum engine power at full throttle openings. Matched to the XS360, these carburetors require minimum service!

Transmission

Six speeds give the XS360 a real advantage over its competition. Use the machine hard, go touring or just commute in town, and the "overdrive" top gear will gain on petrol purchases. Lower ratios are well chosen to get the best from the willing engine. First gear is 2.5; second gear, 1.778; third gear, 1.381; fourth gear, 1.125; fifth gear, 0.962 and sixth gear, 0.867. Final drive is by chain.

Frame

The XS360 frame is a duplex-cradle unit created to precisely contain and control the power and performance of the engine. Frame tubing is of high tensile steel with the engine mounted low and inclined forward in the frame for optimum handling. The XS360 is nimble and quick under all conditions thanks to the frame designed by the same Yamaha team who made world championship "titles" possible for the 250 and 350 racing machines.

Front Forks

New Showa fork legs are utilized on the XS360 with special Teflon anti-friction bushes. The fork is capable of 140-mm of travel. The soft action of the forks aids handling and precise steering.

Suspension

The suspension is by swinging arm. Controlled by two shock absorbers with external chromium plated springs. Each suspension unit has 5 positive adjustments to cater for all load and usage conditions.

Cast-alloy Wheels

Seven-spoked alloy wheels for strength and styling are featured on the XS360. Modern in concept and engineered to very high standards, the wheels are both dynamically and statically balanced for perfect life-long performance. Certainly they are easy to clean.

Disc Brakes

To assure positive stopping power, the front and rear are both equipped with large 267-mm dia. disc brakes. These brakes are supplied by separate hydraulic systems.

Seat

The wide seat is extra comfortable to help reduce riding fatigue when the bike is ridden continuously for long periods. Positioned for the best riding posture, the seat blends in with the dynamic lines of the machine, and for lasting durability the cover of the seat is waterproof.

Lighting

For safe riding day or night, the lighting equipment is designed to be readily visible by other traffic and so that the rider's field of vision is as wide as possible at night. The turn signals and rear stop light brightly indicating the rider's intentions, and the instrumentation is softly back-lighted for clear nighttime viewing.

SPECIFICATIONS

ENGINE

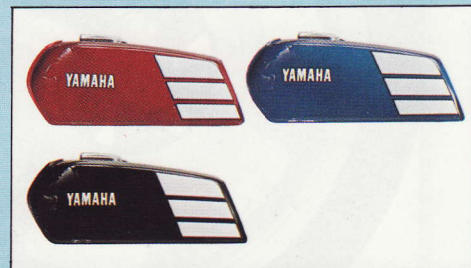
Type 4-stroke, 2-cylinder, OHC
 Displacement 358 cc
 Bore & Stroke 66 x 52.4 mm
 Compression ratio 8.7 : 1
 Max. horsepower 34 bhp @ 8,500 rpm
 Max. torque 3.0 kg-m @ 7,500 rpm
 Max. speed range 162 km/h
 Lubrication system Pressure-fed wet sump
 Starting system Electric & Kick starter

Primary transmission Gear
 Final transmission Chain
 Gearbox 6-speed
 Carburettor SU type, BS34 (x2)
 Clutch Multi plate, wet
 Battery 12 V, 12 AH
 Ignition type Battery, CB/Coil

DIMENSIONS

Overall length 2,020 mm
 Overall width 730 mm
 Overall height 1,070 mm
 Seat height 800 mm
 Wheelbase 1,330 mm
 Weight (net) 166 kg
 Fuel tank capacity 11 lit.
 Oil capacity 2.6 lit.
 Tires front 3.00S18-4PR
 rear 3.50S18-4PR
 Brakes front Hyd. disc, diam. 267 mm
 rear Hyd. disc, diam. 267 mm

* Specifications subject to change without notice.



YAMAHA, It's a way of life



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