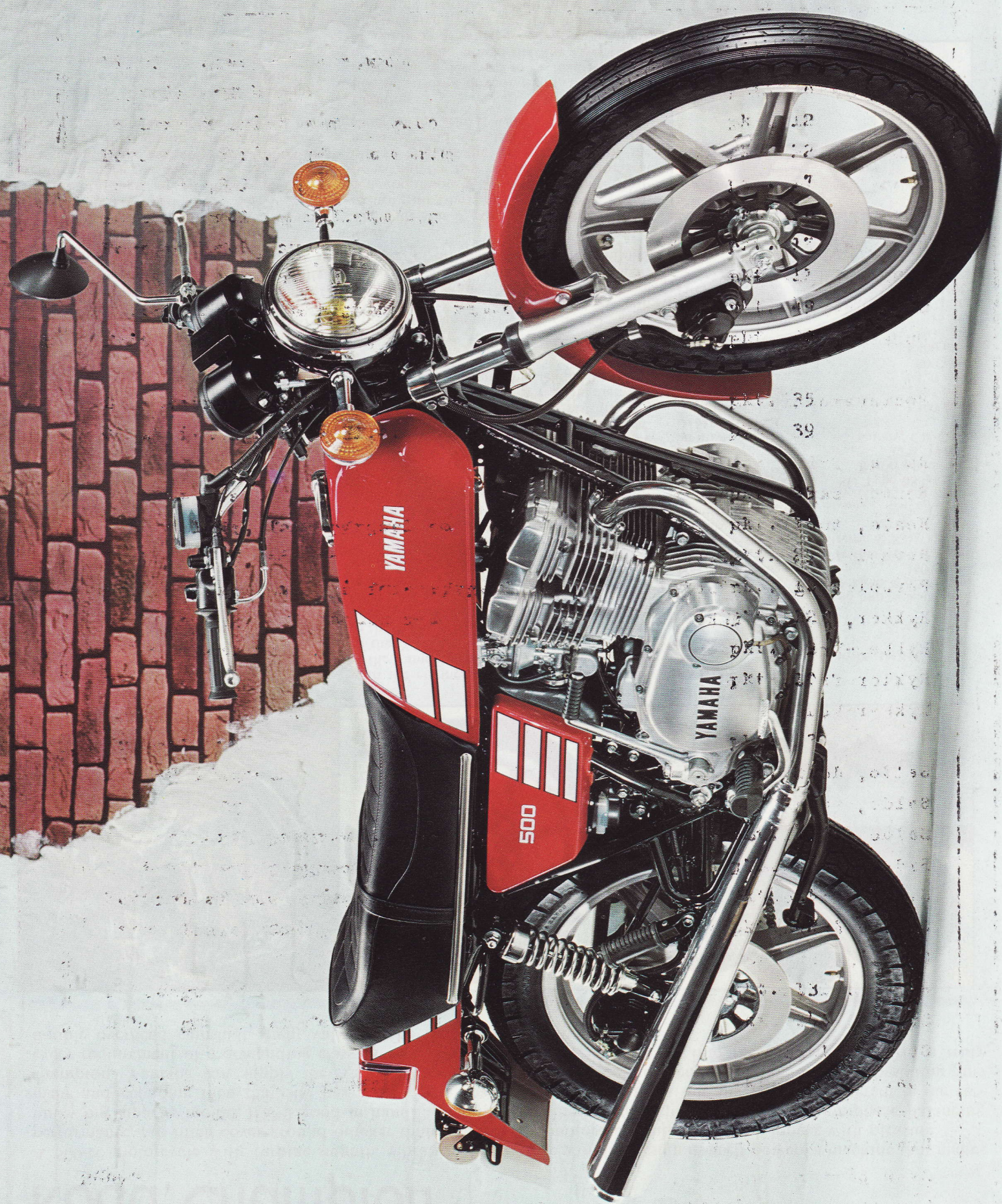


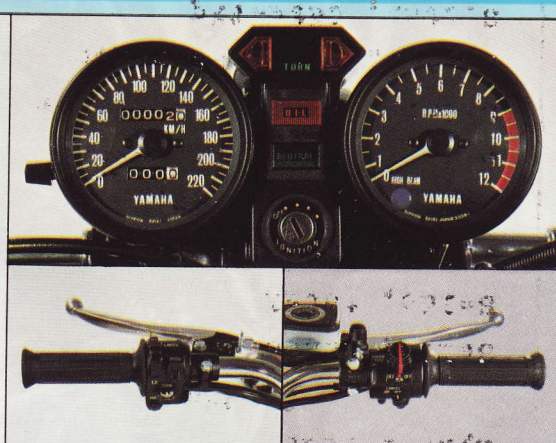
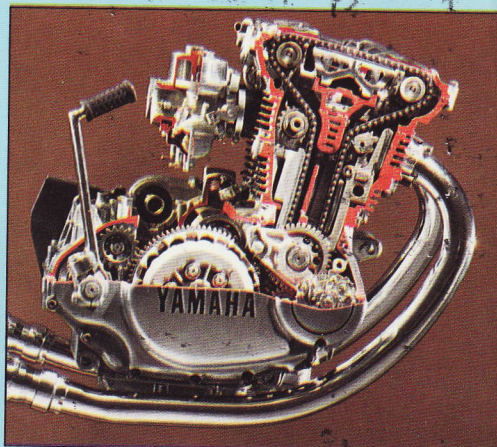
YAMAHA XS500



Road Champion

A 500-cc motorcycle with turbine smooth, vibration free performance can often cover ground quicker than a more bulky big capacity mount. If it is good in handling equipment and economy then that 500 has got to be a road champion. Yamaha can supply the XS500 which meets every requirement of a demanding class. A twin cylinder, double overhead camshaft, eight-valve engine that is a

prize winning design in itself powers a machine that makes the motorcycle enthusiast look longer with pleasure. On the move, the patented Yamaha omniphase balancing mechanism cancels out any vibration inherent in the vertical twin cylinder engine design, and superb styling puts the XS500 right up into the category where it is truly champion.



Engine

Compact and yet packed with technical innovation and power, the XS500 has a cylinder head carrying Double Overhead Camshafts operating four valves per cylinder. Over square bore and stroke dimensions of 73 mm x 59.6 mm, equating 498 cc, provide high revving power with low piston speeds. Semi-hemispherical cylinder heads follow modern racing pattern to complete combustion and dissipate heat. As an aid to the long life of all engine and gearbox components, the engine is lubricated from a wet sump system by two oil pumps. The main pump serves all components under pressure and the secondary pump scavenges the crankcase and returns oil to the main pump reservoir.

An electric starter is standard equipment.

Transmission

Silky smooth gear-changing and clutch take up are an accepted part of the modern motorcycle scene. The XS500 is superlative in every one of its carefully chosen 5 ratios. Final drive is by chain but the power take-off from the crankshaft is by gears, carefully matched for silent running.

Carburetors

Double SU type Mikuni constant-vacuum carburetors are fitted to the XS500. Each breathes through an air filter and has a venturi diameter of 38mm.

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 XS500, these carburetors require minimum service.

Frame

The XS500 frame is a duplex cradle unit created to contain and control the power and performance of the superb engine. Tubing is drawn from high tensile steel

with the engine mounted low and forward in the frame for optimum handling. The key to the XS500's nimble performance is tied to the frame, designed by the same Yamaha team who made past world championship titles possible for the 250 and 350 racing machines.

Front Forks

New Showa fork legs are utilized on the XS500 with special Teflon anti friction bushes. The fork is capable of 150 mm of travel. The soft and progressive action of the forks aids handling and precise steering.

Brakes

Unique in the class Yamaha have given their XS500 disc brakes on front and rear. The hydraulically-operated discs are 298 mm for front, 267 mm for rear in diameter and are an outstanding feature on this year's machine.

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.

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, DOHC, Twin
Displacement	498 cc
Bore & Stroke	73 x 59.6 mm
Compression ratio	18.5:1
Max. horsepower	48 bhp @ 8,500 rpm
Max. torque	4.5 kg-m @ 6,500 rpm
Max. speed range	180 km/h
Lubrication system	Pressure-fed wet sump
Starting system	Electric & Kick starter
Primary transmission	5-speed Gear
Final transmission	Chain
Gearbox	5-speed
Carburettor	SU Type BS38 (x2)
Clutch	Multi plate, wet
Battery	12V, 14AH
Ignition type	Battery, CB/Coil

DIMENSIONS

Overall length	2,100 mm
Overall width	835 mm
Overall height	1,120 mm
Seat height	800 mm
Wheelbase	1,400 mm
Weight (net)	193 kg
Fuel tank capacity	15 lit.
Oil capacity	3 lit.
Tires front	3.25H-19-4PR
rear	4.00H-18-4PR
Brakes front	Hyd. disc, diam. 298 mm
rear	Hyd. disc, diam. 267 mm

* Specifications subject to change without notice.



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