

XS500



YAMAHA

Tomorrow's design—today

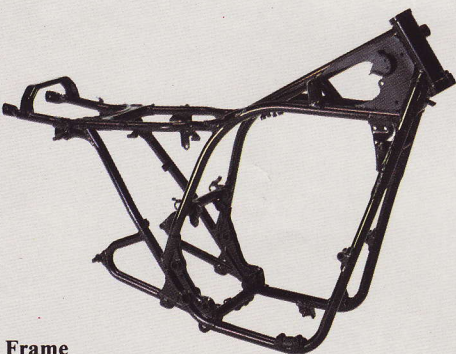


Instrument Panel

The large easily-readable instrument panel on the XS500 contains warning lights for oil pressure, rear brake lining and turn signal indicator lights. The large precision tachometer and speedometer are shock mounted and can be quickly read allowing the rider to know the overall condition of the bike at all times.

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 indicate the rider's intentions, and the instrumentation is softly back-lighted for clear nighttime viewing.



Frame

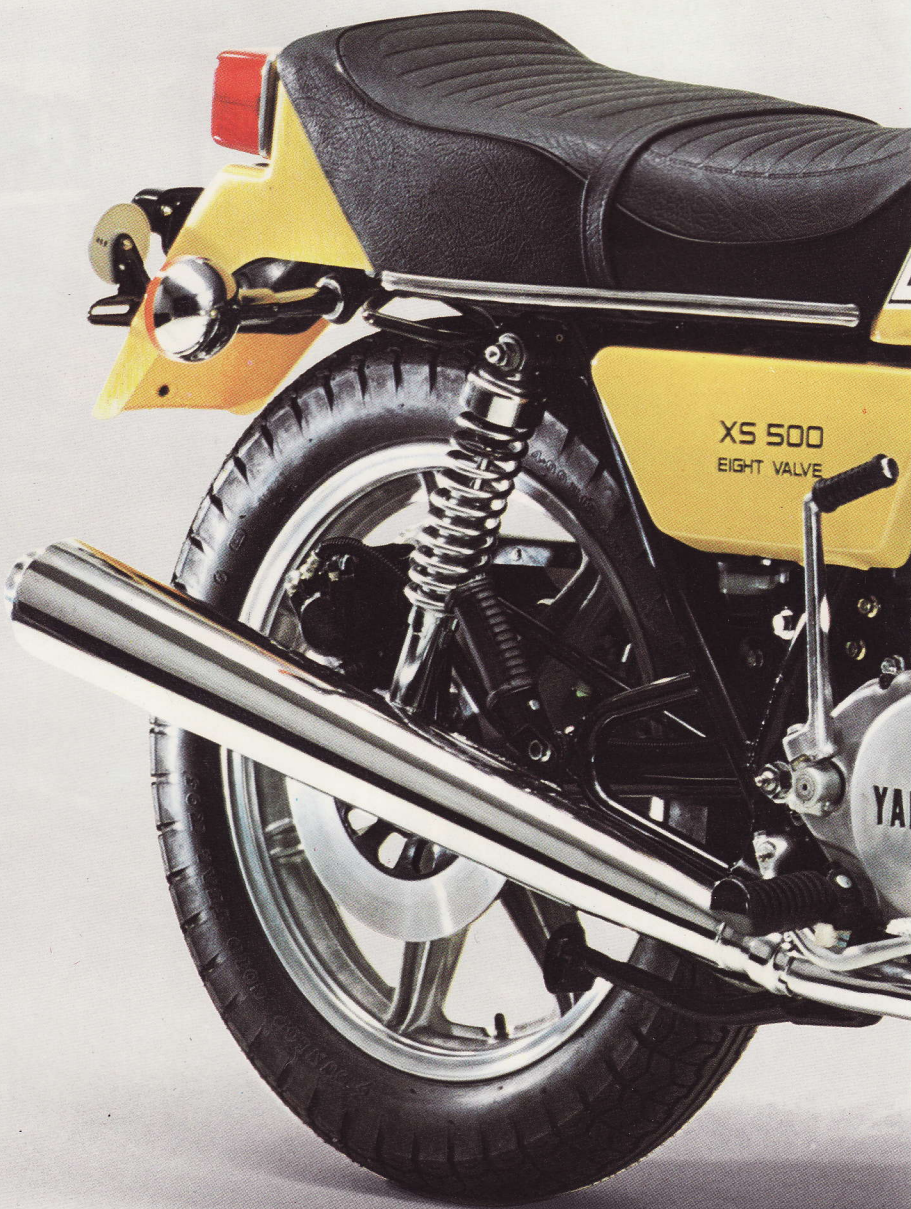
In order to give the bike better dynamic stability, the high-tensile-strength, double-cradle frame carries the engine low and forward. This tubular-steel frame is also designed to be able to withstand twisting, turning and impact stresses that are incurred on the roughest of roads so that the bike will be able to offer dependability regardless of the road conditions.

Front Forks

In order to smooth out road roughness and reduce vibration felt by the rider thereby lowering riding fatigue, this bike is equipped with ultra-responsive race type front forks. These optimum-stroke forks are specifically designed to yield the best stability while allowing maximum maneuverability.

Rear Shock Absorbers

In order to further increase the stability of the bike, the hydraulic rear shock absorbers are designed for an optimum stroke. 5-step adjustable to compensate for load, and the design assures good surface tracking ability even while carrying widely varying loads. The exterior style of the shocks lends itself to the overall good appearance of the machine.



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 weatherproof.

Electric and Primary-Kick Starters

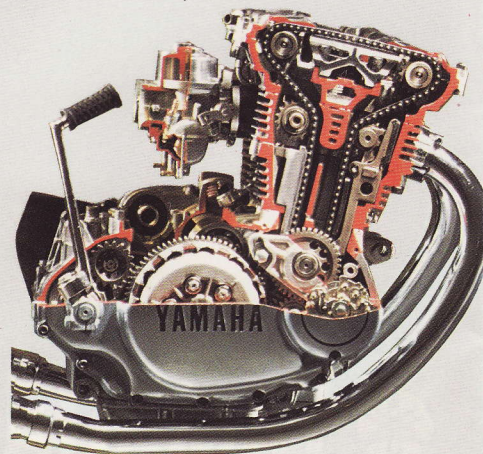
The machine is equipped with an electric starter motor for easy operation. This convenience feature is supplemented by a primary kick starter which is able to start the bike in any gear without searching for neutral.

Lubrication System

The force-fed, wet-sump system features complete lubrication of all moving and bearing parts in the engine and transmission of the XS500. The positive oil flow coupled with efficient filtering keeps the engine operating cleaner and cooler, thereby maintaining peak engine performance and assuring a longer engine life.

IC Regulator

To assure that the charging current to the battery is maintained at a correct level, an integrated-circuit (IC) feedback amplifier is used for the regulator circuit. Unlike conventional breaker-type systems, this IC regulator requires no maintenance and has the inherent semiconductor characteristic of a virtually unlimited lifetime.



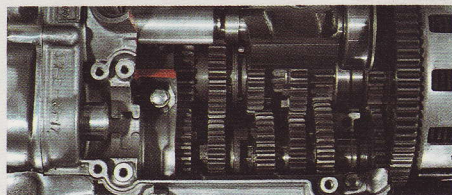
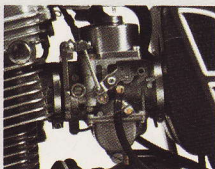


Engine

The new XS500 is powered by a 4-stroke, parallel-twin engine with a double-overhead-cam system driving eight valves to assure maximum intake and exhaust efficiency. Fed by a pair of constant-vacuum carburetors, this DOHC engine is highly responsive yielding an optimum acceleration curve across the entire speed range of the machine, and to drastically reduce engine vibration, which is common in large-bore, 4-stroke engines, YAMAHA has included their unique Omni-Phase balancer, consisting of counter-rotating weights that are directly driven by the crankshaft. Also, to assure maximum durability, the engine utilizes a wet-sump, trochoid-pump lubrication system.

Carburetors

For extra-smooth throttle response over the entire power band of the engine, the twin C.V., piston-type, 38-mm dia. carburetors are able to consistently feed the engine a proper mixture of air and fuel depending on the throttle opening and the speed of the engine.



Transmission

Incorporating gear ratios which allow an adequate overlap in between ranges in order to maintain a power reserve for acceleration, the 5-speed transmission features positive operation for smoother bike performance and easier handling. Also, the gears are subjected to special heat treatment, yielding exceptionally hard bearing surfaces for longer durability even under repeated hard use.

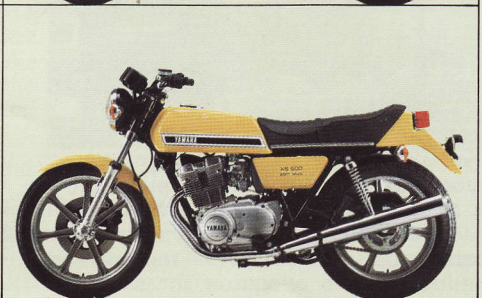
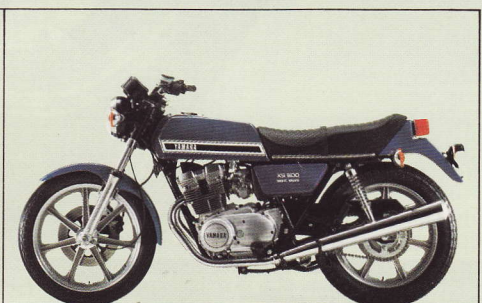
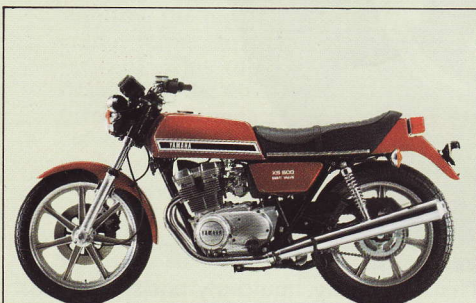
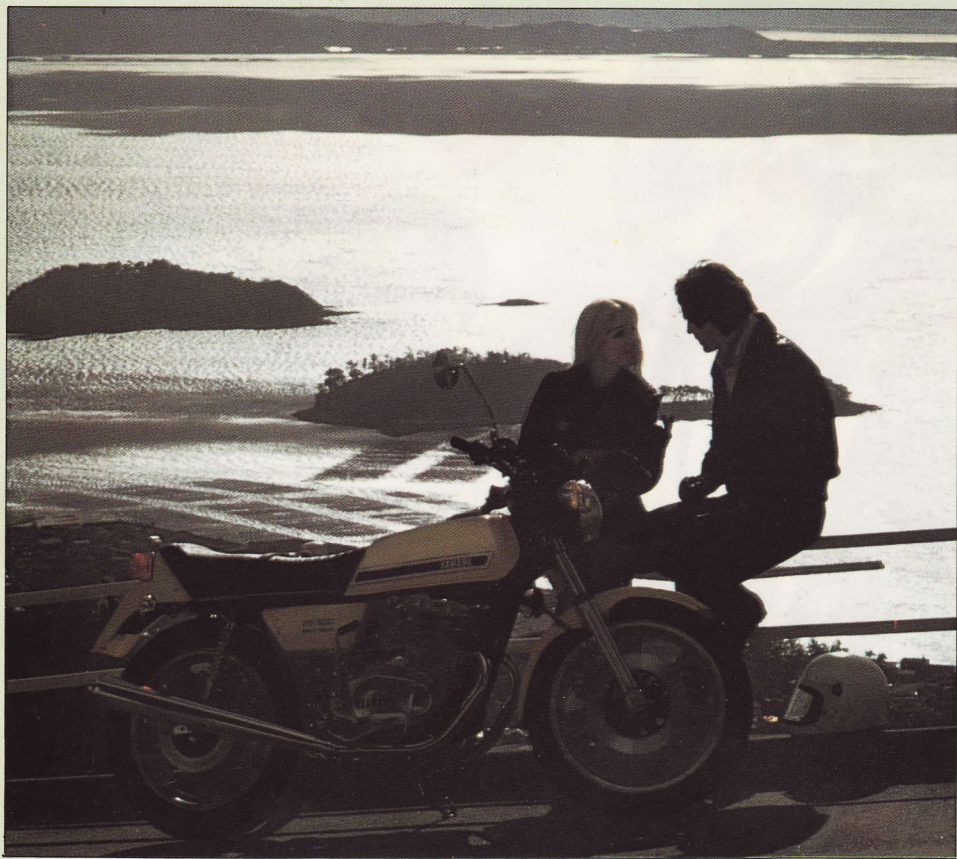
Tires

The heavy-duty, multi-ply-rated tires are exceptionally strong to withstand all road conditions. These tires are selected to allow the most efficient traction while being able to maintain maximum stability and offer excellent maneuverability.

Disc Brakes

For positive control and smooth stops, the big XS500 is equipped with hydraulically-operated disc brakes. The front disc is 298-mm. in diameter and the rear disc is 267-mm. in diameter, and both feature operation that is unaffected by water, dust or temperature extremes. Also, these powerful disc brakes will not fade even when used repeatedly for long periods of time.

A twin powerhouse with smooth operational ease



The exciting, new XS500 is completely designed for smooth power and exceptional handling ease. Highly responsive with its 4-stroke, double-overhead-cam, 8-valve engine, this parallel, twin-cylinder model features Omni-Phase, a counter-rotating balance system which reduces engine vibration to virtually a near-imperceptible level.

Utilizing a high-tensile-strength, double-cradle frame, the XS500 has a slim profile for maximum maneuverability and lasting durability. Also, this super road machine has optimum-stroke front forks and rear shock absorbers to reduce road vibration and eliminate riding fatigue. For safety, hydraulically-operated brakes are used on the front and rear coupled with race-developed cast-aluminum wheels to give controlled stops and excellent road holding under all road conditions.

SPECIFICATIONS

PERFORMANCE

Max. speed range 180 km/h
 Climbing ability 26°
 Min. turning radius 2,500 mm
 Min. braking distance 14 m @50 km/h

ENGINE

Type 4-stroke, DOHC, Twin
 Displacement 498 cc
 Bore & Stroke 73.0 x 59.6 mm
 Compression ratio 8.5 : 1
 Max. horsepower
 (S.A.E. net) 49 bhp @8,500 rpm
 Max. torque 4.5 kg-m @6,500 rpm
 Lubrication system Wet sump
 Starting system Electric & Primary kick
 Transmission 5-speed gearbox

DIMENSIONS

Overall length 2,100 mm
 Overall width 83 mm
 Overall height 1,120 mm
 Wheelbase 1,400 mm
 Min. ground clearance 155 mm

WEIGHT (net) 193 kg

FUEL TANK CAPACITY 15 lit.

ENGINE OIL CAPACITY 3 lit.

TIRES front 3.25H19-4PR

rear 4.00H18-4PR

* Specifications subject to change without notice.

YAMAHA, It's a way of life



YAMAHA MOTOR N. V.

Postbus 7829 PROF. E. M. Meyerslaan 3
 Amstelveen (Amsterdam), Holland
 LIT-032053/50.12 x 197 Printed in Japan