

XV500



FINALLY! A MIDDLEWEIGHT VEE-TWIN FOR THE CUSTOM BIKE FAN, YAMAHA'S XV500SE

At Yamaha we figure that we've got a pretty good idea of what the custom bike rider wants. After all, we introduced this style to mass production motorcycling and have consistently led the way in its development ever since.

No custom bike looks better than an in-line vee-twin. Lean, long and low . . . the true Transatlantic look. That's why Yamaha brought the "big vee" into the big-time and have taken that direction exclusively with their custom range. Everything else looks clumsy by comparison.

Previously, custom fans had been restricted to our bigger models such as the XV750 and XV1000 "Midnight Special." Now we've crossed the capacity barrier and brought in a vee-twin especially for those riders who prefer the easy-handling middleweight motorcycles. We've introduced the Yamaha XV500SE, an all-new, in-line "vee" that is lower, leaner, lighter and more laid-back than anything in its class.

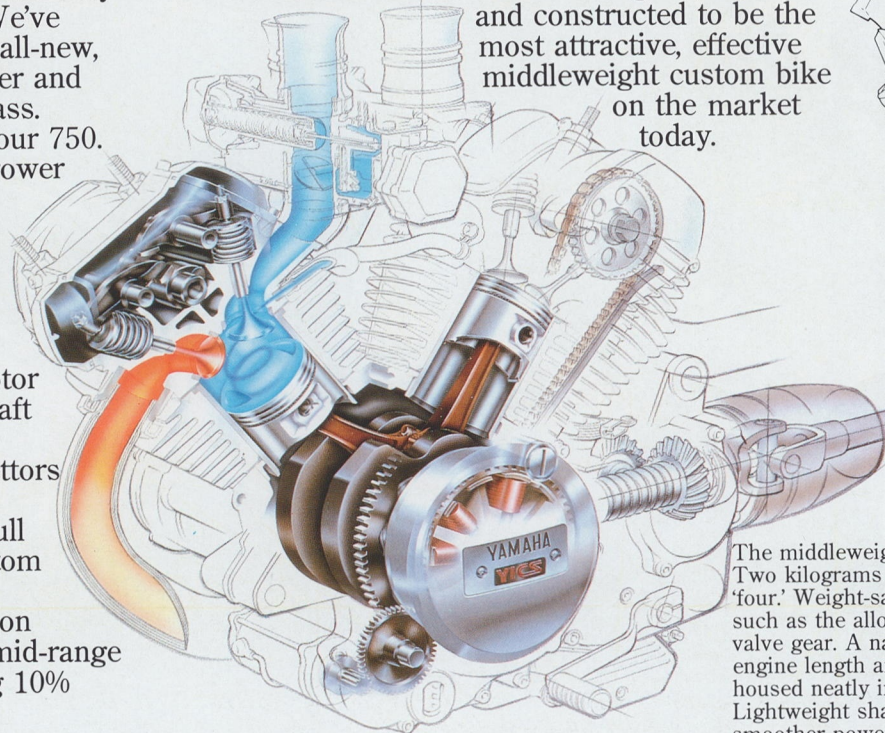
This isn't just a smaller version of our 750. The XV500 is totally new, with a narrower vee-angle of 70-degrees between the cylinders to keep the power pack as compact as possible. The 70-degree angle gives the engine's moving parts just enough built-in mechanical imbalance to provide that typical pulsing vee-twin power . . . but the motor still spins so smoothly that a crankshaft balancer is unnecessary.

Synchronized downdraught carburetors fit neatly in the vee between the cylinders, operated by a single easy-pull cable. And the XV500 is the first custom vee-twin to be fitted with Yamaha's exclusive YICS — the Yamaha Induction Control System that boosts low and mid-range torque while simultaneously trimming 10% from the fuel consumption figures!

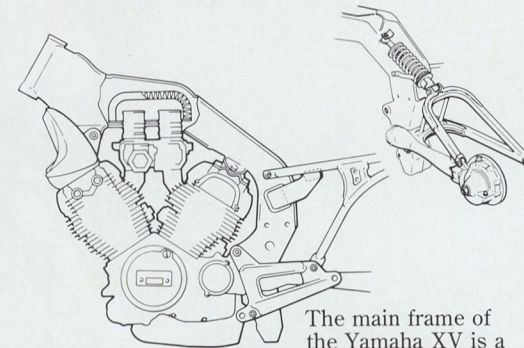
Finally, the XV500 motor, complete with its electric starter, integral wet sump and five speed transmission, is the lightest in the business. Two kilograms lighter than a four cylinder unit of comparable capacity!

The XV500SE uses Yamaha's totally proven monoshock suspension, its "hardtail" look working perfectly with the custom styling. Italic cast alloy wheels add to the visual appeal, the rear one fitted with a wide-section 16-inch tyre to help drop the seat height to 745mm. Lower than any other middleweight "custom." At Yamaha we believe in giving the customers what they want. The XV500SE is no hacked-around "custom" modification of an existing middleweight. We don't do things that way.

The Yamaha XV500SE is designed, styled and constructed to be the most attractive, effective middleweight custom bike on the market today.



The instrument console of the XV is laid out in simple, easy-to-read fashion. It includes speedometer, electric tachometer, odometer with re-settable trip meter and indicator lights for major machine functions. The main ignition switch also incorporates a steering lock as an additional theft deterrent.



The main frame of the Yamaha XV is a pressed-steel, monocoque beam with the engine bolted to it to form a rigid central unit. The triangulated, box-section rear sub-frame pivots from this, controlled by a single, short suspension unit beneath the seat. The main chassis beam houses the carburettor air filter and incorporates ducts that direct cooling air to the rear cylinder.

The middleweight XV power unit is slim, compact and light. Two kilograms lighter, in fact, than a similar-capacity in-line 'four.' Weight-saving materials are used throughout the motor, such as the alloy rocker arm for the single overhead-camshaft valve gear. A narrow 70-degree angle for the cylinders reduces engine length and the twin downdraught carburetors are housed neatly in the 'vee' with the YICS fuel reservoir. Lightweight shaft drive includes a torsional damper to give smoother power delivery.

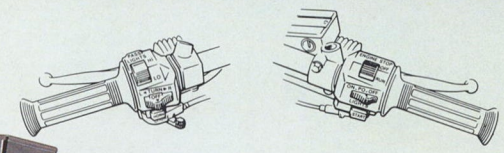
The deeply-contoured, location and runs up to add comfort and p 745mm is a great a



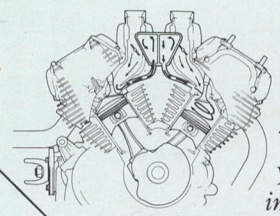
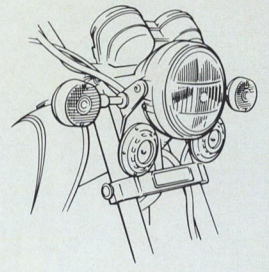
The right hand side a cooling airflow pas

l, two-level seat gives secure rider/passenger
b onto the rear of the 11.0 litre 'teardrop' tank
protection to its advantages. Seat height of just
id to low speed rider control.

The switches are neatly clustered within easy reach for positive, one-finger operation.



Safe night riding is provided by the 50/40W quartz-halogen headlamp. Dual-pitched, twin electronic horns give notice to other road users that the XV is in the vicinity!



Twin 34mm Mikuni BDS34 carburetors feature variable-venturi design for quicker throttle response. Vertical 'downraught' positioning improves cylinder filling for more performance.

Yamaha Induction Control System (YICS) improves low and mid-range torque and gives 10% more fuel efficiency. The YICS fuel storage reservoir mounts neatly with the carburetors in the 70-degree 'vee' between the XV cylinders.

Front disc brake uses semi-metallic friction pads for powerful, reliable braking even in wet conditions. Rear wheel has an integral, waterproof drum brake — compact and efficient.



The single overhead camshafts of the XV are chain-driven from the crank. Reliability and quiet operation are ensured by the self-adjusting cam chain tensioner.

Electronic ignition has automatic advance/retard mechanism which provides perfect spark timing at any engine speed. System is maintenance-free with no contact-breakers to adjust.

Positive gear-changing for the five-speed transmission comes from the use of a short-throw shift lever. Forward-position footrests and foot controls are mounted on a stylish, forged alloy bracket.

New Yamaha die-casting process results in a higher-density alloy for the "Italic" wheels. Weight is reduced while strength and rigidity is even greater.

Rear view mirror(s) standard equipment.

cover of the XV is specially sculptured to draw
st the rear cylinder.

