

# XT600Z TÉNÉRÉ



# YAMAHA XT600Z TÉNÉRÉ— FROM THE SAHARA TO THE STREET!

Proven beyond all reasonable doubt on the 100mph dustbowl roads of the Sahara Desert, the Yamaha XT600Z Ténéré represents the most powerful and technically advanced dual-purpose machine yet released to the average customer.

It's a motorcycle that can cruise as fast as most pure street machines of similar capacity yet still traverse rugged terrain at speeds only a fraction below the capabilities of all-out motocross racers.

Yamaha have made this possible by integrating their smoothest, most powerful four-stroke single cylinder engine made so far with a chassis that is derived directly from World Championship-winning motocross design.

The XT600Z Ténéré has a rising rate Monocross suspension layout similar to the YZ models which have won World Championships for Yamaha riders in the past two motocross seasons. Its intermediate bell-crank linkage enhances the leverage effect to give maximum damping at the extremes of compression and extension. So no terrain holds any terrors for the Ténéré pilot! Most riding, however, is done in the mid-range of the suspension movement and the rising rate system allows this area of operation to be light and comfortable.

In addition, the new positioning of the shock absorber, behind and below the engine, helps lower the centre of gravity for easier handling. It also permits a much lower mounting of the huge 30-litre fuel tank, which is styled after Yamaha's successful Paris-Dakar racing machines to give the XT600Z rider more cruising range than any rival model. This is an important point. For, as well as performing off-road like a motocross racer, the four-valve XT600Z power unit provides 100mph maximum

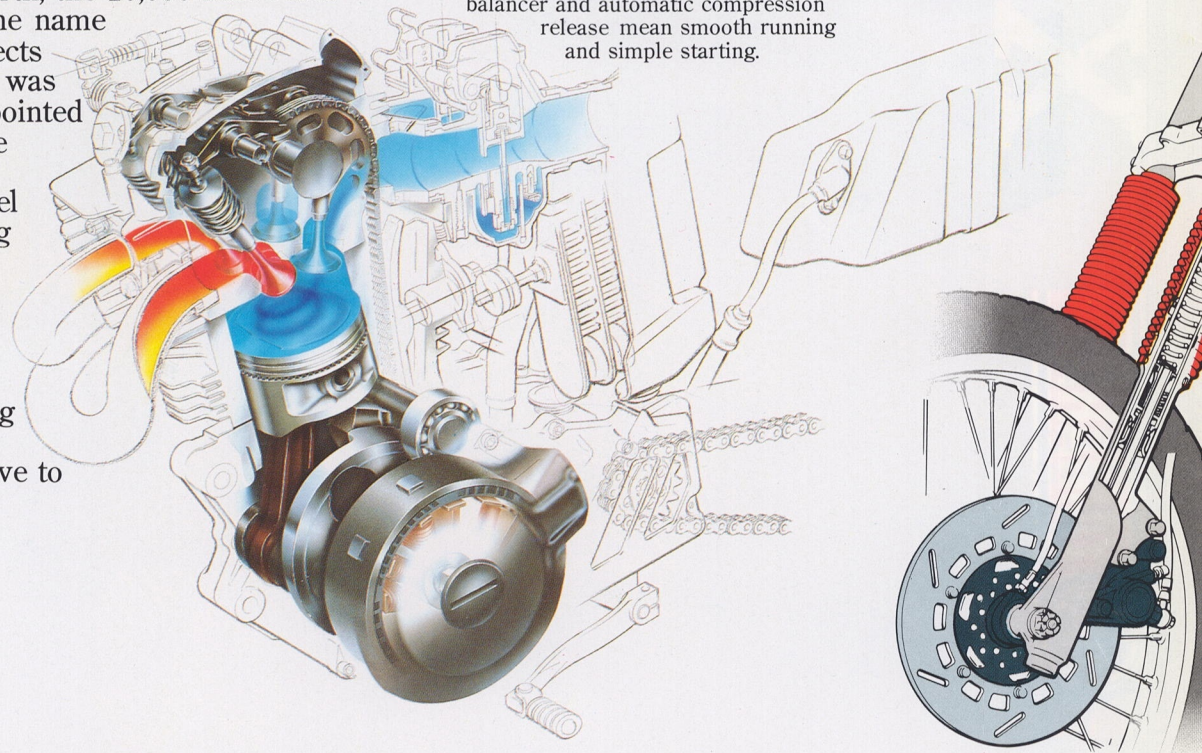
velocity and high cruising speeds to match.

Yet, thanks to the unique twin-carburettor Yamaha Duo Intake System, it has fuel economy potential usually associated with machines half its size. The progressively linked carburettors match choke size and fuel flow directly to throttle demands, allowing the Ténéré to trickle along on the miserly delivery of a single 27mm unit ... or to roar wide open on double carburation.

More than any rival manufacturer, Yamaha has proved its big four-stroke, dual purpose motorcycles with successes in the most gruelling race on earth, the 10,000 mile Paris-Dakar marathon. The name of the XT600Z reflects that, for the Ténéré was a lone tree which pointed the way through the desolation of the Sahara for the camel train drivers of long ago.

Just as Yamaha's XT600Z Ténéré points the way which other manufacturers of big enduro four-stroke motorcycles will have to follow ...

The XT600Z Ténéré produces 43hp at 6,500rpm and is Yamaha's most powerful entry so far in the big four-stroke single-cylinder category. The 595cc motor (95mm bore × 84mm stroke) has a four-valve cylinder head with chain-driven single overhead camshaft and the unique Yamaha Duo Intake System (YDIS) with its progressively linked twin carburettor. It utilizes dry sump lubrication with separate oil tank and cooler while the crankshaft balancer and automatic compression release mean smooth running and simple starting.



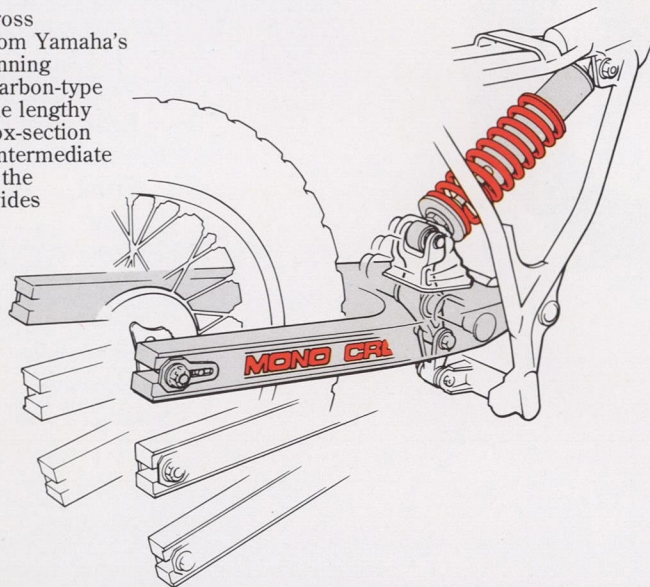
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For the first time ever, a hydraulic front disc brake is used on a large-capacity enduro machine. Semi-metallic brake-pads guarantee powerful, safe braking even when wet.

Genuine motocross front forks are air-assisted with leading axle position and heavy-duty 41mm stanchions.

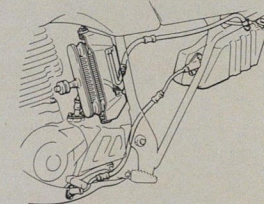
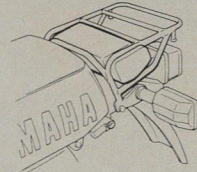
The rising rate Monocross suspension is derived from Yamaha's World Championship-winning motocross racers. A De Carbon-type shock absorber controls the lengthy movement of the strong, box-section alloy swinging arm via an intermediate bell-crank which maximizes the leverage potential. This provides extra damping at maximum compression and extension points but smooth, light operation in the mid-range for easier terrain.



The Ténéré is completely street-legal, as well as a superb enduro machine. Full instrumentation is carried in a weatherproof console shrouded by the combined headlight fairing and front number plate. Tachometer, speedometer and warning lights for gearbox neutral, high beam and turn signal operation are all featured in an easy-to-read lay-out.

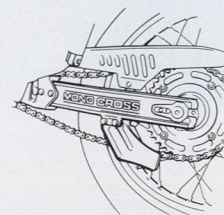
A neat moulded cowling houses the rectangular quartz-halogen headlight and also doubles as enduro number plate and protection for the instrument console.

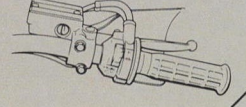
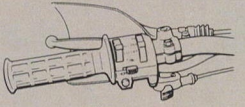
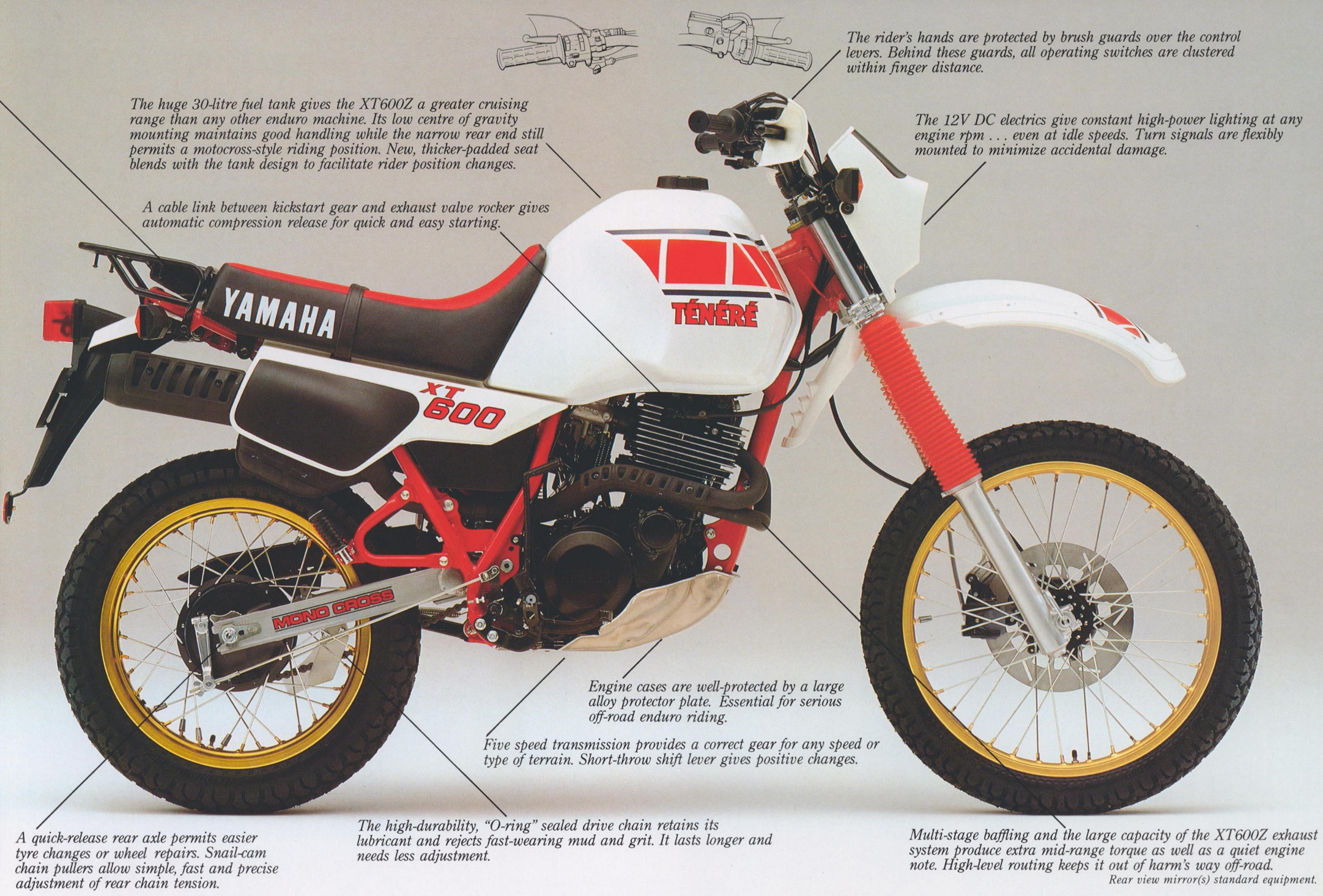
Extra carrying capacity is useful either on or off road. The XT600Z features a neat rear luggage rack tough enough for cross-country use.



Dry sump lubrication has higher efficiency than integral wet sump oiling, thanks to low frictional losses. The XT600Z system features a low-mounted oil tank, to keep the centre of gravity down, plus an oil cooler on the left-side frame tube which is exposed to the airstream but well protected from flying debris.

Hollow wall-section alloy rims are taken from the YZ motocross racers. Stronger than normal ones, they also reduce unsprung weight. A new enduro tyre tread pattern combines total traction with straight-line stability.





The rider's hands are protected by brush guards over the control levers. Behind these guards, all operating switches are clustered within finger distance.

The huge 30-litre fuel tank gives the XT600Z a greater cruising range than any other enduro machine. Its low centre of gravity mounting maintains good handling while the narrow rear end still permits a motocross-style riding position. New, thicker-padded seat blends with the tank design to facilitate rider position changes.

The 12V DC electrics give constant high-power lighting at any engine rpm . . . even at idle speeds. Turn signals are flexibly mounted to minimize accidental damage.

A cable link between kickstart gear and exhaust valve rocker gives automatic compression release for quick and easy starting.

YAMAHA

TÉNÉRÉ

XT 600

MONO CROSS

Engine cases are well-protected by a large alloy protector plate. Essential for serious off-road enduro riding.

Five speed transmission provides a correct gear for any speed or type of terrain. Short-throw shift lever gives positive changes.

A quick-release rear axle permits easier tyre changes or wheel repairs. Snail-cam chain pullers allow simple, fast and precise adjustment of rear chain tension.

The high-durability, "O-ring" sealed drive chain retains its lubricant and rejects fast-wearing mud and grit. It lasts longer and needs less adjustment.

Multi-stage baffling and the large capacity of the XT600Z exhaust system produce extra mid-range torque as well as a quiet engine note. High-level routing keeps it out of harm's way off-road.

Rear view mirror(s) standard equipment.



## XT600Z TÉNÉRÉ SPECIFICATIONS ENGINE

Type ..4-stroke, SOHC, 4-valve, single  
 Displacement ..... 595 cc  
 Bore and stroke ..... 95.0 × 84.0 mm  
 Compression ratio ..... 8.5:1  
 Max. power(DIN) ... 43.0 PS(31.6 kW)  
 @6,500 rpm  
 Max. torque(DIN) ..5.0 kg-m(49.0 Nm)  
 @5,500 rpm

Lubrication ..... Dry sump  
 Carburation ..... Y27PV  
 Ignition ..... C.D.I.  
 Starter system ..... Kick  
 Fuel tank capacity ..... 30.0 l  
 Oil capacity ..... 1.6 l  
 Transmission ..... 5-speed  
 Final transmission ..... Chain drive

## CHASSIS

Overall length ..... 2,210 mm  
 Overall width ..... 880 mm  
 Overall height ..... 1,230 mm  
 Seat height ..... 890 mm  
 Wheelbase ..... 1,430 mm  
 Ground clearance ..... 265 mm  
 Dry weight ..... 138 kg

## Suspension

Front ..... Telescopic forks  
 Rear ..... Monocross suspension

## Brakes

Front ..... Hydraulic disc  
 Rear ..... Drum

## Tyres

Front ..... 3.00S 21-4PR  
 Rear ..... 4.60S 18-4PR

*Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice.  
 For further details, please consult your Yamaha dealer.  
 Always wear a helmet and eye protection.*

