

# XJ600





# THE YAMAHA XJ600—OUR MOST EXCITING MIDDLEWEIGHT IS A MATCH FOR ANY OPPOSITION.

We at Yamaha know that the new XJ600 is the most exciting middleweight that we've ever built. Not only that, we're totally confident that our new four-cylinder, twin-cam speedster is a match for any of the opposition.

The latest XJ600 is a compact, nimble-handling machine with a high-output engine that marks it as a true middleweight supersportster. Derived from our well-proven and justly-popular XJ550, the new engine has had a whole lot more than just a big-bore job!

Though some of the external castings are the same, most of the new motor shows obvious evidence of redesign and Yamaha's continuing four-stroke development.

Crankshaft, connecting rod and piston assembly are all new, with their individual components being lighter in weight to permit high-rpm running with total reliability. The two overhead camshafts have been re-profiled to give higher valve lift; valves and ports are bigger, as are the carburetors and exhaust pipes.

The cylinder barrel has bigger cooling fins and a new, five-row oil cooler keeps lubricant temperature under control even at sustained rpms.

The net result of all this is an engine that spins to over 10,000rpm, has a 28% power increase over its forerunner in our multi-cylinder middleweight slot, and is geared higher to raise maximum speed accordingly.

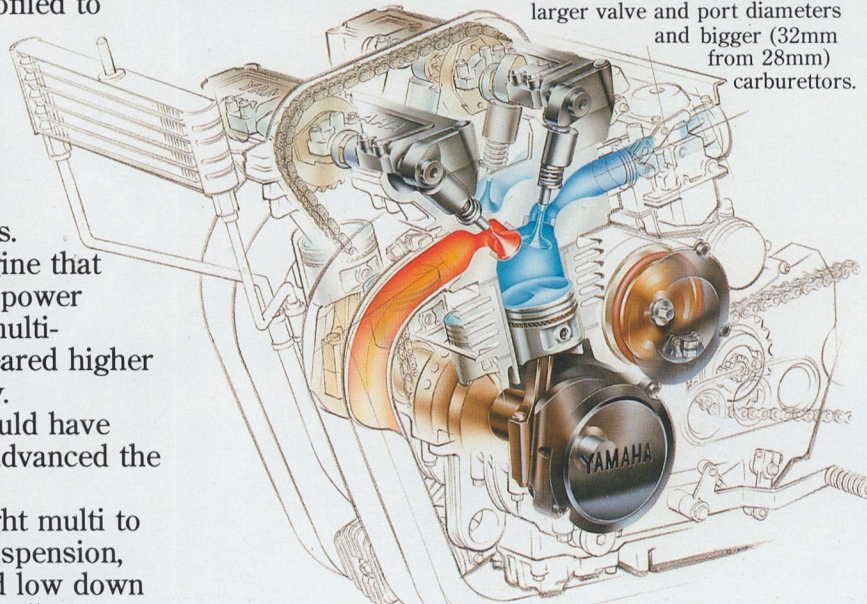
All the extra power and speed would have been wasted, however, if we hadn't advanced the chassis design as well.

The XJ600 is our first middleweight multi to use Yamaha's famous Monocross suspension, which has all its components located low down and centrally so that the machine handles

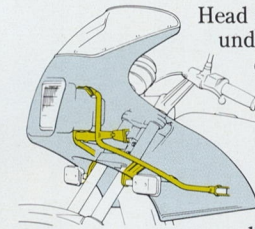
equally as well as it goes. Linkage arms between the box-section swinging arm and the single gas/oil shock absorber increase damping pressure as the shock's spring is compressed. The rougher the road, the better the XJ600 deals with it.

We know that the type of rider who will buy a Yamaha XJ600 is someone who will demand the best standard of performance from engine or chassis. And that, we know, is exactly what we've delivered!

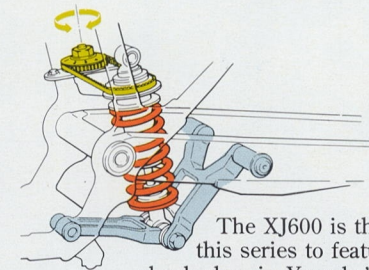
The XJ600 power unit is rated up from the proven and popular XJ550 motor. The new engine displaces a full 598cc from a bore and stroke of 58.5mm × 55.7mm compared to its predecessor's 57.0mm × 51.8mm dimensions for just 528cc. Power is way up, with 72PS at 10,000rpm as against the XJ550's 56PS at 9,500rpm. Contributing to this are new high-lift profiles for the double overhead camshafts, direct drive valves for valve-train strength, larger valve and port diameters and bigger (32mm from 28mm) carburetors.



Full, easy-to-read instrument panel is mounted on to the head fairing and includes large speedometer, electric tachometer, indicator lights and main ignition switch with steering lock.



Head fairing and engine undercowl have both been developed in the wind tunnel to cut aerodynamic drag, increase rider protection and ensure straight-line stability. The head fairing is mounted directly to the frame so that handling is not affected by weight inertia or crosswind.



The XJ600 is the first in this series to feature a single-shock chassis. Yamaha's famous rising-rate Monocross system uses a box-section, high-tensile steel swinging arm. Its movement is controlled by lightweight linkage arms and a De Carbon-type gas/oil shock absorber with remote spring pre-load adjuster. This system gives progressive resistance to road shocks, low centre of gravity and centralized weight mass.

*Black-chrome finish upswept racing-style and a nice note.*

*The 'O-ring' drive in less maintenance.*



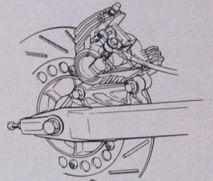
The XJ600 cruising range is extended over its XJ550 predecessor by a new 19-litre tank (3 litres bigger). Contoured tank and seat combine with rear-set footrests and low, narrow handlebars for a sporty riding position.

An oil cooler keeps engine temperature constant so that the XJ600 maintains power and reliability even under continuous high-speed running conditions.

ished, four-into-two exhaust system with style silencers. It gives extra deep angles of lean

Powerful 60/55W quartz halogen headlamp for safe riding after dark. The large, highly visible tail-light blends well into the stylish tail cowl.

Large-diameter fork stanchions slide smoothly in low-friction bushings. Light alloy fork brace aids precise handling by helping resist lateral deflections.



Lightweight disc brakes (two front, one rear) are slotted to allow expansion under heat of heavy use. Opposed-piston alloy calipers improve braking power, semi-metallic friction pads cope with all weather.

Six-speed transmission has close gear ratios to suit the sporting characteristics of the XJ600 engine. New heavy-duty clutch has an extra friction plate to cope with increased power.

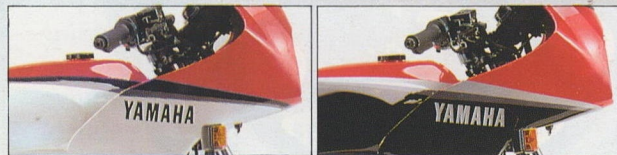
chain retains its lubricant longer, resulting ce, more durability.

Electronic ignition delivers a strong spark, exactly timed to always produce full power potential at any given engine speed. It is preset, without the need for adjustments or maintenance.

Eighteen-inch wheels are fitted to the XJ600 front and rear to gain more nimble handling (the XJ550 used a 19-inch front wheel). They are of wide, triple-spoke design and use low-profile tyres for better traction when cornering.

Rear view mirror(s) standard equipment.





## XJ600 SPECIFICATIONS

### ENGINE

Type ..... 4-stroke, DOHC, four  
 Displacement..... 598 cc  
 Bore and stroke..... 58.5 × 55.7 mm  
 Compression ratio ..... 10.0 : 1  
 Max.power(DIN)... 72.0 PS(53.0 kW)  
 @10,000 rpm  
 Max.torque(DIN) ..5.3 kg-m(52.0 Nm)  
 @9,000 rpm

Lubrication ..... Wet sump  
 Carburation..... BS32 (4)  
 Ignition ..... Transistor controlled  
 Starter system ..... Electric  
 Fuel tank capacity ..... 19.0 l  
 Oil capacity..... 3.0 l  
 Transmission..... 6-speed  
 Final transmission..... Chain drive

### CHASSIS

Overall length.....2,145 mm  
 Overall width..... 735 mm  
 Overall height.....1,225 mm  
 Seat height..... 790 mm  
 Wheelbase ..... 1,430 mm  
 Ground clearance ..... 140 mm  
 Dry weight..... 188 kg

### Suspension

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

### Brakes

Front .....Hydraulic double disc  
 Rear..... Hydraulic disc

### Tyres

Front ..... 90/90-18-51H  
 Rear..... 110/90-18-61H

*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.*



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