

Motor Cycle News TEST FILE

MACHINE: **YAMAHA XT600 TENERE**
PRICE: **£2299**



Much more of a roadster than a serious dirt digger, the Tenere is a fun all-rounder. It'll scratch with the best of them, take you to work, tackle weekend jaunts without too much discomfort and won't balk at trail rides.

PERFORMANCE

TOP SPEED	BEST	PRONE		UPRIGHT	
		TIME	SPEED	TIME	SPEED
	MEAN	98	100	92	93

STANDING QUARTER MILE	BEST	TIME		TERMINAL SPEED	
		SECS	MPH	SECS	MPH
	MEAN	14.54	88.25	FACILITIES AVAILABLE	

ROLLING 40	BEST	TIME		TERMINAL SPEED	
		SECS	MPH	SECS	MPH
(1/4 mile acceleration test from 40mph in top gear)	MEAN	14.18	79.45	—	

SPEED THROUGH GEARS at 7,000 rpm	
1st	19.4mph
2nd	50.7
3rd	67.8
4th	85.6
5th	94.4
6th	—

SPEED ACCURACY	
INDICATED	TRUE
30	28.99
50	47.08
70	63.53
100	—

FUEL CONSUMPTION	
Best	55.9
Avg	52.9
Worst	50.3
50mph	—
70mph	—
Tank capacity	5.1 gals
Avg range	270 miles

TEST CONDITIONS

WEATHER: Dry, warm, 1/4 tail, head wind

RIDER: 11 stone in racing leathers

MACHINE MILEAGE: 900

COMPARISONS

Bike	Standing 1/4 mile	Rolling 40mph	Avg fuel consumption		Price (£s)		
	Time	Speed	Time	Speed	Top speed (mph)	Time	
HONDA XL600LM	103	14.56	88.34	14.68	78.83	47.4	2269
HONDA XBR500	114	14.21	94.6	13.72	86.3	55.7	1849
KAWASAKI KLR600	101	14.05	90.04	13.42	86.7	45.3	1949
SUZUKI DR600	103	13.97	90.9	13.03	88.42	46.8	2099

SPARE PARTS PRICES (inc. VAT)

Handlebar	£16.73	Petrol tank	£119.83
Handlebar shroud	£15.36	Silencer	£160.11
Front Brake lever	£8.61	Seat	£58.76
Front Wheel	£196.93	Oil filter	£4.02
Fork stanchion	£97.59	Disc pads	£28.78

Major service intervals 8000 miles Time taken 3 hours

SPECIFICATIONS

ENGINE: Air-cooled single cylinder four-stroke with sohc and four valves per cylinder. Capacity 595cc. Bore x stroke 95 x 84mm. Compression ratio 8.5:1. Carburation by Yamaha Dual Induction System — Mikuni 28mm CV and slide carbs. Compression ratio 8.5:1. Maximum power 46 bhp at 6500 rpm. Maximum torque 37.6ft/lbs (5.2kgm) at 5500 rpm. Dry sump lubrication.

TRANSMISSION: Primary drive by gear. Wet multiplate clutch. Five speed gearbox with internal ratios of 1st 2.583, 2nd 1.588, 3rd 1.200, 4th 0.954, 5th 0.77. Final drive by chain.

ELECTRICS: 12v 12Ah battery, CDI ignition. AC generator. 60/55w headlight. Warning lights for neutral, high beam, and indicators.

CYCLE PARTS: Frame: Tubular steel with single downtube. Telescopic air-assisted 41mm front forks. Rear swinging arm with Monocross suspension with infinitely adjustable preload and five-way adjustable damping. Wheels: Hollow section alloy rims with wire spokes. Tyres: Bridgestone Trail Wings 3.00 x 21 front, 4.60 x 18 rear. Brakes: Opposed piston caliper with shrouded and drilled front disc. Single drum rear. DIMENSIONS: Overall length 88.4ins (211cm). Wheelbase 58ins (145cm). Width 35.6ins (89cm). Seat height 35.4ins (88.5cm). Ground clearance 10.6ins (26.5cm). Dry weight 341lbs (155kg).

WARRANTY: 12 months / unlimited mileage. **IMPORTER:** Mitsui Machinery Sales (UK) Ltd, Chessington Road, Surrey (01-397 5111).

ROAD TEST



More than anything else the XT600 Tenere is FUN. Even when the front wheel is on the deck it's a bike that'll have you grinning from ear to ear on back roads or on gentle trails. It's definitely not capable of handling the real rough stuff.

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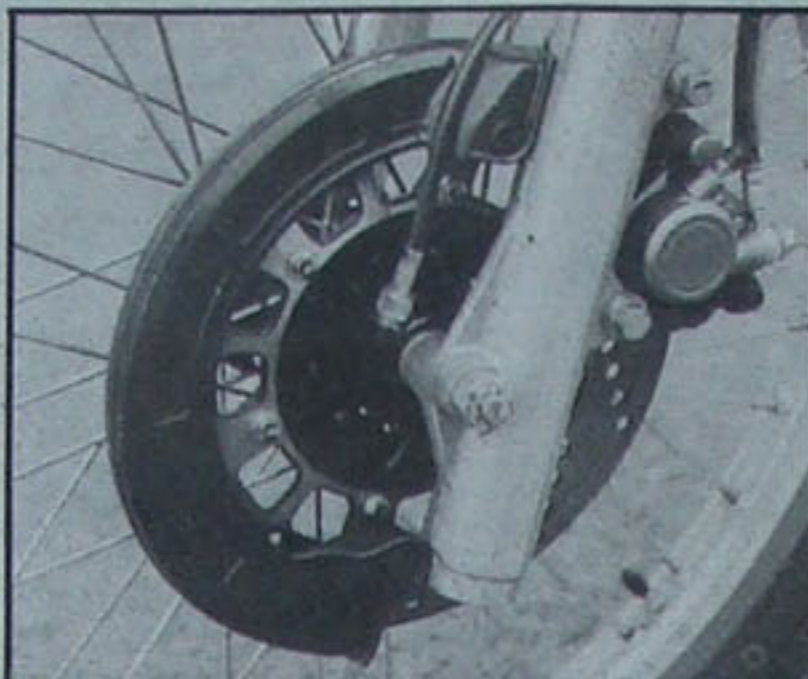
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YAMAHA XT600Z TENERE

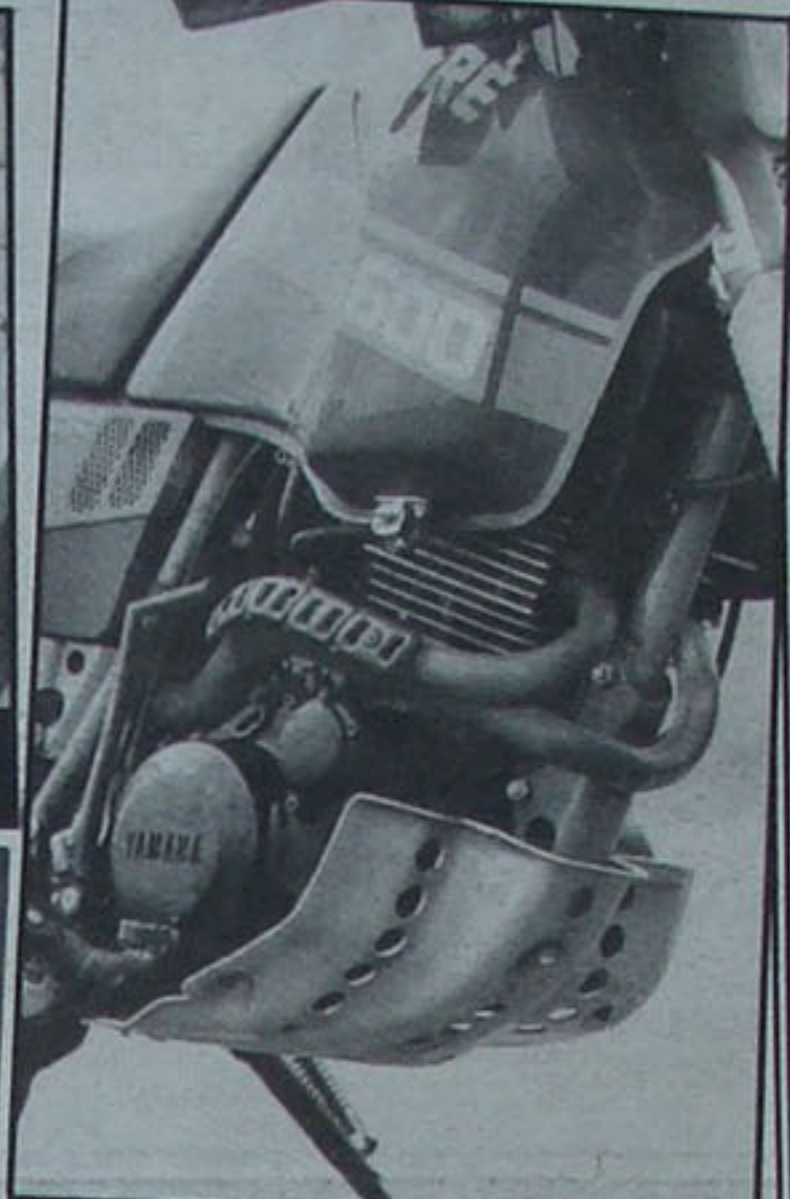
by **MAT OXLEY** Pictures: **JOHN NOBLE**



One thing's certain about Yamaha's latest big plonker — it's a real head turner. The massive Paris-Dakar style tank and 35.4 inch seat height means that no-one can fail to notice you. Good equipment like the disc brake, electric starter and rack make the Tenere a surprisingly practical roadster — so long as you aren't into long distance touring. Even the five-legged donkey was impressed.



Shrouded front disc completes Tenere's trendy Paris-Dakar look. The brake is powerful but there's an awful lot of dive when you grab a handful. Ride smoothly though and the long travel suspension isn't a problem.



Bulbous pannier tank hides much of the motor which is well modified from the original XT600 design. It isn't any quicker but power flows more smoothly and it's much more of a miser on fuel which is taken to the carbs via a vacuum pump. Note oil cooler tucked away in new position and hefty bash plate. The kick start stays, just for masochists, despite the arrival of an electric foot.

Top selling 'deserter' rules in fun stakes **CONQUEROR OF EUROPE!**

NO PRIZES for guessing, but what was the best selling bike in Europe last year?

Kawasaki's super-fast GPZ900? Or maybe BMW's bike for all reasons, the K100? How about the sweet handling GPZ600? Or Yamaha's impressive FZ750? No, no, no and no. Believe it or not more people bought Yamaha XT600s last year than any other motor cycle.

Which just goes to prove that you either love or hate Paris-Dakar clones like the XT600 Tenere. The continentals love 'em — from Paris to Cologne you can't move for the things. But in Britain they're as rare as a sunny day.

Of course the continentals are posers at heart and no bike gets near to the Tenere for turning heads.

If the '84 model lacked anything in the posing stakes (and it didn't) the '86 machine makes absolutely sure that you'll get noticed.

A new Gauloise-style livery of bright blue, yellow and light blue makes the new Tenere the

brightest thing on the road this side of a fluorescent pink GSX-R1100, and you don't see many of them around.

The new decor isn't the only change for this year. The XT motor, derived originally from the XT550 engine, and much more distantly from the XT500's, has had a lot of detail mods thrust upon it.

It uses a hotter cam, flowed head, four larger valves (inlets and exhausts up 1mm to 37mm and 32mm respectively), 1mm bigger carb, a larger air box and, very important — an electric start.

Enough, you'd think, to get it shifting faster than before. But according to our figures the new XT is actually slower than the original.

Admittedly we did have to use different test facilities (our usual gear had been struck by lightning!) so we'd better give Yamaha a bit of leeway there.

Anyway outright performance isn't what the XT was built for but it's certainly no faster than the old 'un.

What it does do is pull wheelies better. A smoother flow of power makes it much easier to hoist the front end skywards ... down deserted country lanes of course.

The engine mods have also cured the XT's raging thirst for petrol. The last model averaged just 40 mpg. We got 52.9mpg out of the new one. That gives a good range of 270 miles even though the fuel tank is down from 6.6 to 5.1 gallons to make way for the larger air filter.

Other than the improved power delivery, the motor feels much the same as before. It's got loads of grunt and is best kept between 2000 and 5000 rpm. Below two grand the widely spaced firing intervals upset the chain and keeping the tachometer much above 5000 rpm for any time is tiresome thanks to the vibes.

Even so the XT will cruise along at around 80 mph all day without upsetting you so long as you can put up with an aching backside.

On the twists and turns of a good back road you'll be astounded by the bike's scratching ability. Ride smoothly and there won't be many sports bikes that can blow you off. Get ragged

though and the long travel suspension will have you all over the place.

The tyres are great too and the 35.4 inch seat height really amplifies the leaning sensation. In the wet there's plenty of warning before the rubber starts to slip-slide away.

Of course the tyres would struggle on serious off-road going. I say would because we didn't take the Tenere off road — it's quite simply not a dirt bike unless you're a muscle bound he-man.

The XT will cope with trails alright but that's it. You need legs like tree trunks to make an effective dab.

Equipment is good with an excellent headlight, rear carrier and most important of all — that electric starter.

This one change will undoubtedly make a lot of guys buy Tenere's who wouldn't have before.

Though it's got more all round potential than just about any road bike, the most important thing about the Tenere is FUN. Surviving on a diet of fine handling, over-powerful superbikes you'd think I'd find the XT boring but there are few bikes that make me smile as much as the Tenere. And that's good.

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