

THE BEAST OF EVERYTHING.

Say goodbye to those nice Yamaha XT and TT 500s. They've been swallowed up by the beast!

The XT.550.J is bristling with new teeth and claws, and has a lot more physical strength than you've ever experienced in a man-sized trail machine.

THE HEAD RULES THE HEART

The cylinder head of the new XT.550 is radically different from previous models. It now has two inlet valves and two exhaust valves, all operated by a single overhead cam.

The intake ports employ Yamaha's new Duo Intake System (YDIS), which features two carburetors. A cable-operated slide-type functions as the primary carb. and a vacuum-controlled slide-type as the secondary.

The primary carb. supplies the air/fuel mixture from idling to about half throttle and almost the entire intake charge enters through only one valve. This produces a strong swirling of fuel/air mixture around the combustion chamber, giving more efficiency, better fuel economy and excellent low and medium speed response from the motor.

As the throttle is turned beyond half way, a linkage between the carburetors gradually opens the secondary carb's butterfly valve. As the engine revs. build, the vacuum-controlled slide opens accordingly. When both are fully opened, the combined intake area is about 20% greater than the large, single carb. layout, giving substantially more power.

The two-into-one exhaust system gets rid of burnt gas quickly and efficiently.

BEAUTY AND THE BEAST

The beast has been completely re-styled around a new chassis, featuring Yamaha's famous Monocross® rear suspension and a main frame diamond that utilises the engine as a stressed member. The leading-axle, long travel front forks are of the air-adjustable type. Tank, seat and sidecover design has been based on the 'special' XT.500 which twice won the 10,000 km Paris-Dakar Rally.

Everything is pleasingly tucked away, from the detachable lighting system and flexible-type flashers to the handy tool bag.

GENTLEMEN, START YOUR BEASTS

The XT.550's kickstart system has an



XT.125



XT.200



XT.250



automatic compression release, to put you on the right starting stroke every time.

Once fired up, a crankshaft balancer keeps the engine running super-smooth. C.D.I. supplies the spark and the 12 volt electrics have non-fuse circuit breakers for trouble-free running. Yamaha's now considerable experience with big four-stroke singles has all come to light in this tough, fast, reliable, street-legal trail thumper.

Whether you want to ride around the bush or around the world, your beast is ready!

YOU CAN TAKE THE BEAST IN SMALLER DOSES

The 1982 XT range also features a 125, a 200 and a 250. All have SOHC four-stroke single motors with counter balancers.

All have Monocross® suspension and leading axle front forks, detachable lighting and C.D.I.

They share the same smooth, functional styling as the XT.550 and give great power and performance for their size.

Get serious about trail riding this year. Beast your eyes on the family of mighty XTs at your Yamaha dealer now.



YAMAHA

DON'T FOLLOW ANYONE.

