

Yz85 Parts Manual

Yamaha YZF1000R Thunderace com Classic-Motorbikes. net Owner's Manual
YZF1000R Owner's Manual YZF1000RJ & YZF1000RJC Haynes Service
& Repair Manual YZF750R & YZF750SP (1993 1998) - The Yamaha
YZF1000R Thunderace was a motorcycle produced by Yamaha from 1996 until 2005

Yamaha RD500LC Produced for a short period between 1984 and 1986 it has become a sought after collector's machine. A lightened but detuned version known as the RZV500R was developed for the Japanese home market. Yamaha Motor Co. Strict United States Environmental Protection Agency regulations meant that the RZ500 was not available for sale in that country. Ltd 1st edition, June 1984 Yamaha RD500LC (1GE-Europe) parts manual, Yamaha Motor Co. com The Grand Prix fantasy Wikimedia The Yamaha RD500LC is a high-performance, two-stroke sports motorcycle, also known as the RZ500 in Canada and Australia. Ltd, 1985 Motorcycle

Yamaha RD350 It evolved directly from the piston port (pre-reed valve intake tract), front drum-braked, five-speed Yamaha 350 cc "R5". Brakes are: 180mm dia drum brakes front internal expansion (twin The RD350 is a two-stroke motorcycle produced by Yamaha from 1973 to 1975. 1990, the bike was nearly 100% sourced in India, with very little Japanese parts content

Yamaha FZS600 Fazer During its production run, it underwent several changes before being discontinued in 2004 due to European emissions laws coming into force. The FZS600 was first unveiled at the Paris Auto Show in 1997, and shares parts from other Yamaha models, notably the engine from the YZF600R Thundercat The Yamaha FZS600 Fazer is a sport motorcycle produced by Yamaha between 1998 and 2004. It is the predecessor of the Yamaha FZ6

Rim sizes are 18" WM2 (1.85") front and 18" WM3 (2.15") rear, both being of chromed, wire spoked steel construction. In the UK, rim sizes were 1.60 front and 1.85 rear.

Yamaha XT 500 the street version SR500 and its off-road brother, the Yamaha TT500. It shares its power plant with the street version SR500 and its off-road brother, the Yamaha TT500. All parts such as the transmission and chassis were produced in Japan. All parts such as the transmission and chassis were produced in Japan. The first XT The Yamaha XT500 is a twin-valve single-cylinder enduro-adventure motorcycle made by Yamaha from 1975 until 1989

All models were equipped with "Autolube" automatic oil injection, relieving the user from the need to mix gasoline and two-stroke oil. When the Yamaha XS 650 was launched in October 1969 it had one of the most advanced reciprocating engines in its class of large parallel twin motorcycles. The engine and gearbox are

unit construction with the crankcase split horizontally for ease of assembly, whereas almost all contemporaries in its class...

Yamaha XS 650 (XS-SF-II), 1980 (XS-G), 1981 (XS-H) which were models with fewer chrome parts decals instead of plated plastic on the side covers as well as drum rear. The Yamaha XS650 is a mid-size motorcycle that was made by the Yamaha Motor Company. Later Showa Corporation acquired the Hosk company, and in 1960 Yamaha acquired Showa, with Hosk's early design of 650 cc twin. The XS650 began with the 1955 Hosk SOHC 500 twin. The standard model was introduced in October 1969, and produced until 1979. After about 10 years of producing 500 twin, Hosk engineers designed a 650 cc twin. The "Special" cruiser model was introduced in 1978 and produced until 1985

The XT won the first big African rallies, which were on the rise in the...

Yamaha Nouvo Ltd 2nd edition, January 2005 AT135 Owner's Manual, Yamaha Motor Co. Notes AT115 Owner's Manual, Yamaha Motor Co. Ltd 1st edition, July. The Yamaha Nouvo is a CVT underbone manufactured by Yamaha Motor. It was introduced in April 2002 for Southeast Asia markets and In 2004, Brazil, where it was renamed the Yamaha Neo. Nouvo is from the French word Nouveau, which means new or fashionable. Retrieved 2008-08-29

The first XT 500 was shown at the US dealer convention in September 1975, and in Europe in the summer of 1976. The bike became an instant success and was produced until 1981 when it was replaced by four-valve engines. It laid the ground for the later range of XT bikes ranging from 125 cc (XT125) to the current 660 cc (Yamaha XT660Z Ténéré) and contributed largely to Yamaha's image. In France alone, 62,000 XT 500s were sold from 1976 to 1990.

Yamaha FS1 autolube model with a two-stroke oil tank and oil pump, with no need to manually mix two-stroke oil into the fuel tank. Various letter suffixes were added to indicate model variation to suit local regulations, such as the FS1-E for England, FS1P/DX NL and others. About 200,000 were produced for The FS1 is a Yamaha moped of the 1970s

The FZS600 was first unveiled at the Paris Auto Show in 1997, and shares parts from other Yamaha models, notably the engine from the YZF600R Thundercat, detuned to give more mid-range power, and the front discs and blue-dot calipers from the YZF-R1. Revisions for the 2002 model saw a newer more modern styled fairing similar to the FZS1000 Fazer. This used a newer and better headlight design, an often mentioned criticism of the launch bike. The Fazer is a well reviewed motorcycle that is generally considered reliable although many... The 21-inch front wheel and the 18-inch rear with enduro-style tires make it fit for both on- and off-road use. Seat height and ground clearance are higher compared to the Supermotard version and the machine features the typical dual-purpose handling characteristics, which makes it suitable for a wide range of duties, from crossing rough city roads to small country lanes... Brakes are: single front disc brake and a rear drum brake, a combination... The engine is an air-cooled, parallel twin, six-speed (in

some markets, such as the UK, the first model was sold in five-speed form), reed valve-equipped intake tract two-stroke engine. The bike is usually referred to as a sport bike. 8ae6e45afe The YZF1000R was a stop-gap bike from the FZR1000R EXUP to the YZF-R1 and produced from existing parts bins. The Thunderace five-valve four-cylinder engine was derived from the FZR1000R EXUP, and the frame was adapted from the YZF750R. The 5-speed gearbox from the FZR1000R EXUP was also reused. The Genesis engine has undergone some changes aimed at improving mid-range power rather than the maximum output, which remains 145 bhp (108 kW). The rotating mass of crankshaft and pistons have been lightened to improve throttle response, and new carburetors equipped with "Throttle Position Sensors" give the ignition some more data to help control the EXUP valve in the exhaust pipe.

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Yamaha FJR1300 with four valves per cylinder. The FJR1300 uses a five-speed sequential manual gearbox (six-speed from 2016 model onwards) with wide-ratio gears. The AE/AS model has an electronically controlled clutch and gear shifting system called YCC-S. The clutch and transmissions of the AE/AS models are identical to that of the standard FJR model. Both models have a 1,298 cc inline-four engine. The final-drive The Yamaha FJR1300A and FJR1300AE/AS are sport touring motorcycles made by Yamaha Motor Company. The FJR1300 was discontinued between 2022 (Europe) and then 2023 (USA) 8ae6e45afe

Yamaha XT125R It was made by Yamaha since the 2003 model year. plant with the YBR125 and its supermoto brother, the Yamaha XT125X. While parts such as the transmission and chassis are produced in Japan, and the engine The Yamaha XT125R is a four-stroke, single cylinder enduro/adventure motorcycle. While parts such as the transmission and chassis are produced in Japan, and the engine in Brazil, the motorcycle itself is assembled in Bologna, Italy for the European market by the Italian bike company Malaguti. It shares its power plant with the YBR125 and its supermoto brother, the Yamaha XT125X 8ae6e45afe

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