



YAMAHA

XT600Z

OWNER'S MANUAL

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55W-28199-80



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XT600Z

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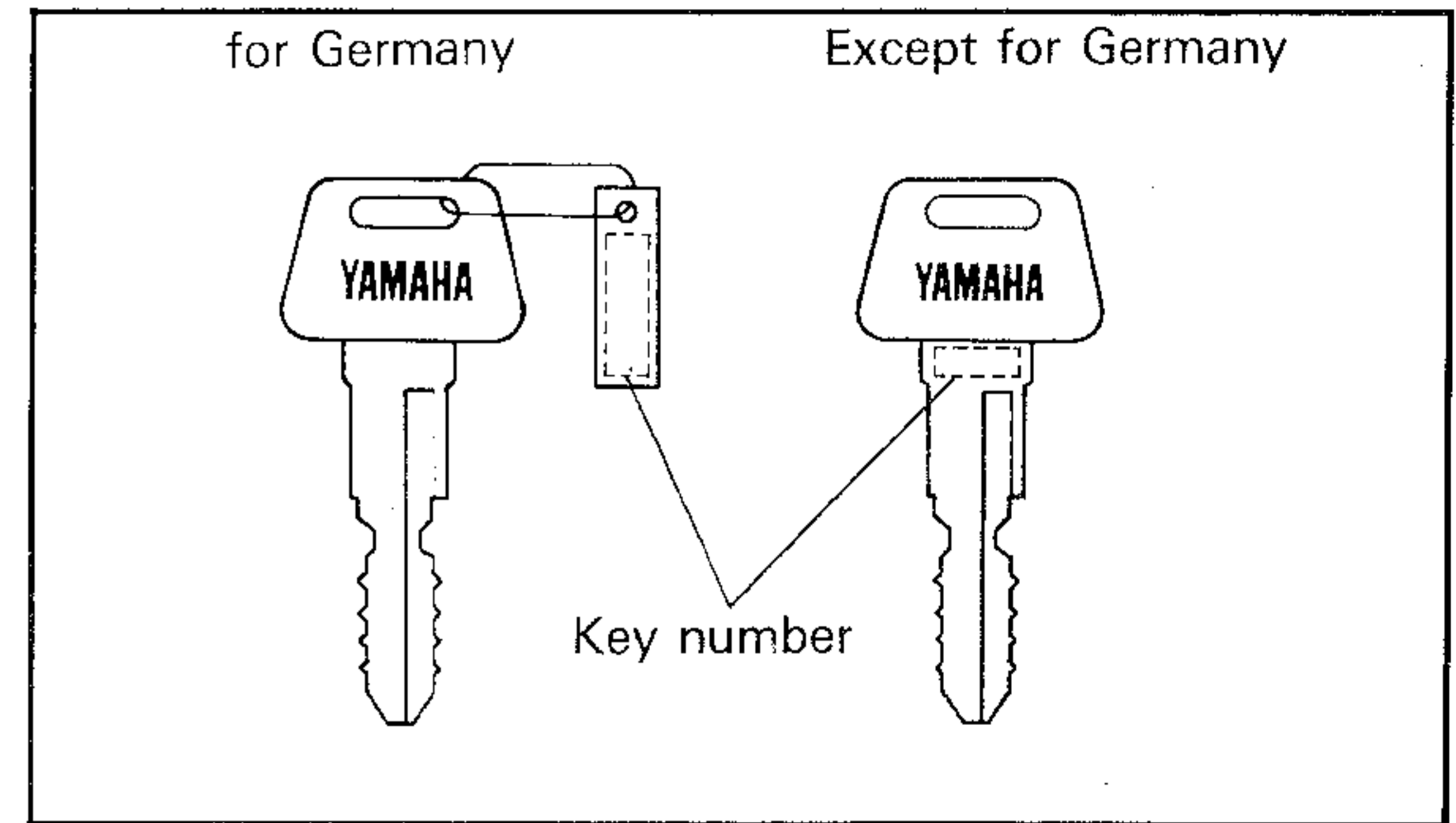
IDENTIFICATION NUMBERS RECORD**1. KEY NUMBER:**

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2. FRAME NUMBER AND ENGINE NUMBER:


--

Your key identification number is stamped on your key as shown in the following illustration. Record this number in the space provided for reference if you need a new key.



Record your frame and engine numbers in the spaces provided to assist you in ordering spare parts from your Yamaha dealer for reference in case your motorcycle is stolen. (See page 2-1)

INTRODUCTION



Congratulations on your purchase of the Yamaha XT600Z. This model is the result of Yamaha's vast experience in the production of fine sporting, touring, and pacesetting racing machines. It represents the high degree of craftsmanship and reliability that have made Yamaha a leader in these fields.

This manual will give you an understanding of the operation, inspection, and basic maintenance of this motorcycle. If you have any questions about the operation or maintenance of your motorcycle, please consult a Yamaha dealer.

U-001

NOTE: _____

Some data in this manual may become outdated due to future improvement on this model. If you have any questions about this manual or your motorcycle, please consult a Yamaha dealer.

**TECHNICAL PUBLICATIONS
SERVICE DIVISION
MOTORCYCLE OPERATIONS
YAMAHA MOTOR CO., LTD.**

WARNING:

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MOTORCYCLE.

Particularly important information is distinguished in this manual by the following notations:

NOTE:

A NOTE provides key information to make procedures easier or clearer.

CAUTION:

A CAUTION indicates special procedures that must be followed to avoid damage to the motorcycle.

WARNING:

A WARNING indicates special procedures that must be followed to avoid injury to a motorcycle operator or person inspecting or repairing the motorcycle.

NOTE:

This manual should be considered a permanent part of this motorcycle and should remain with it even if the motorcycle is subsequently sold.



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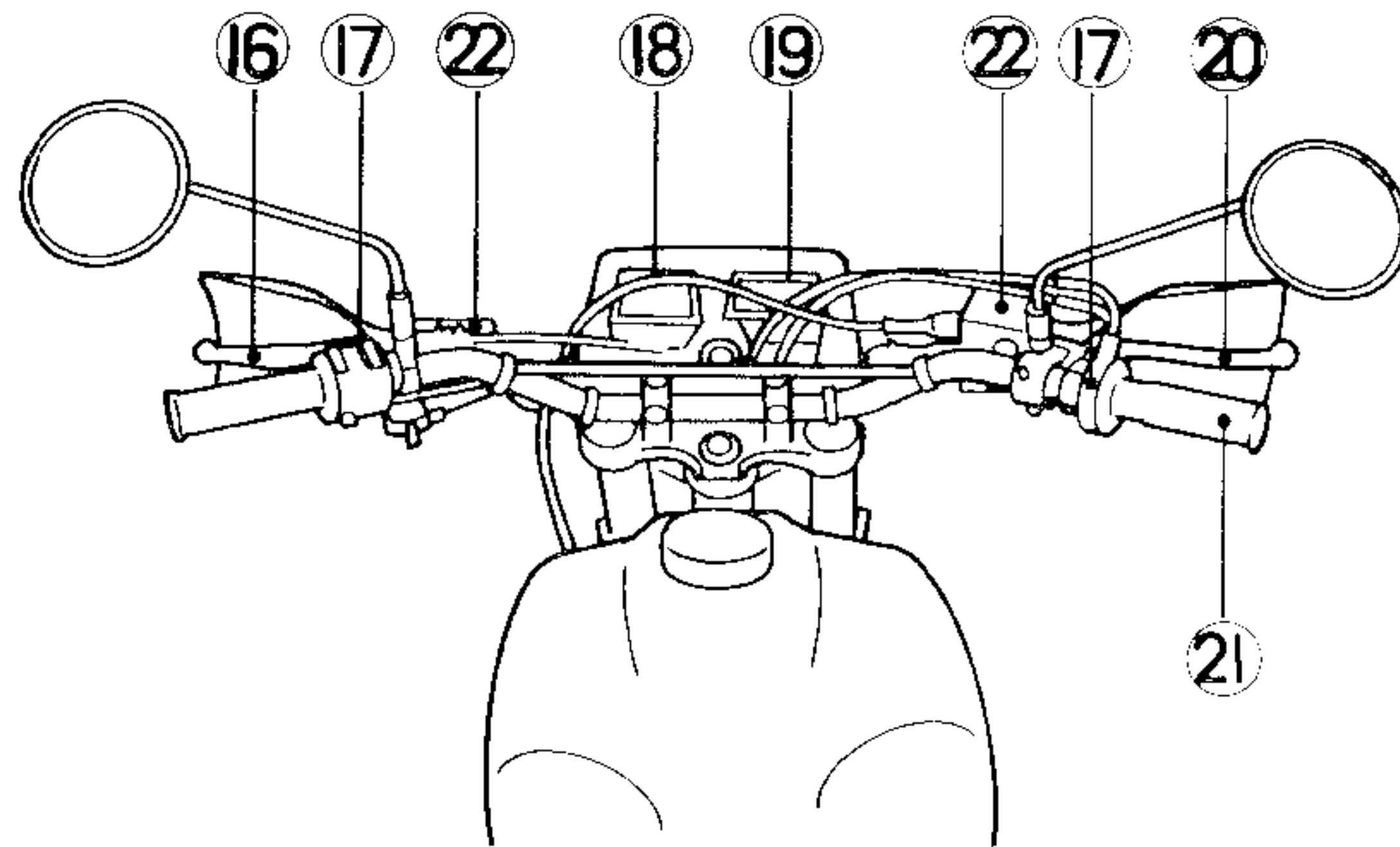
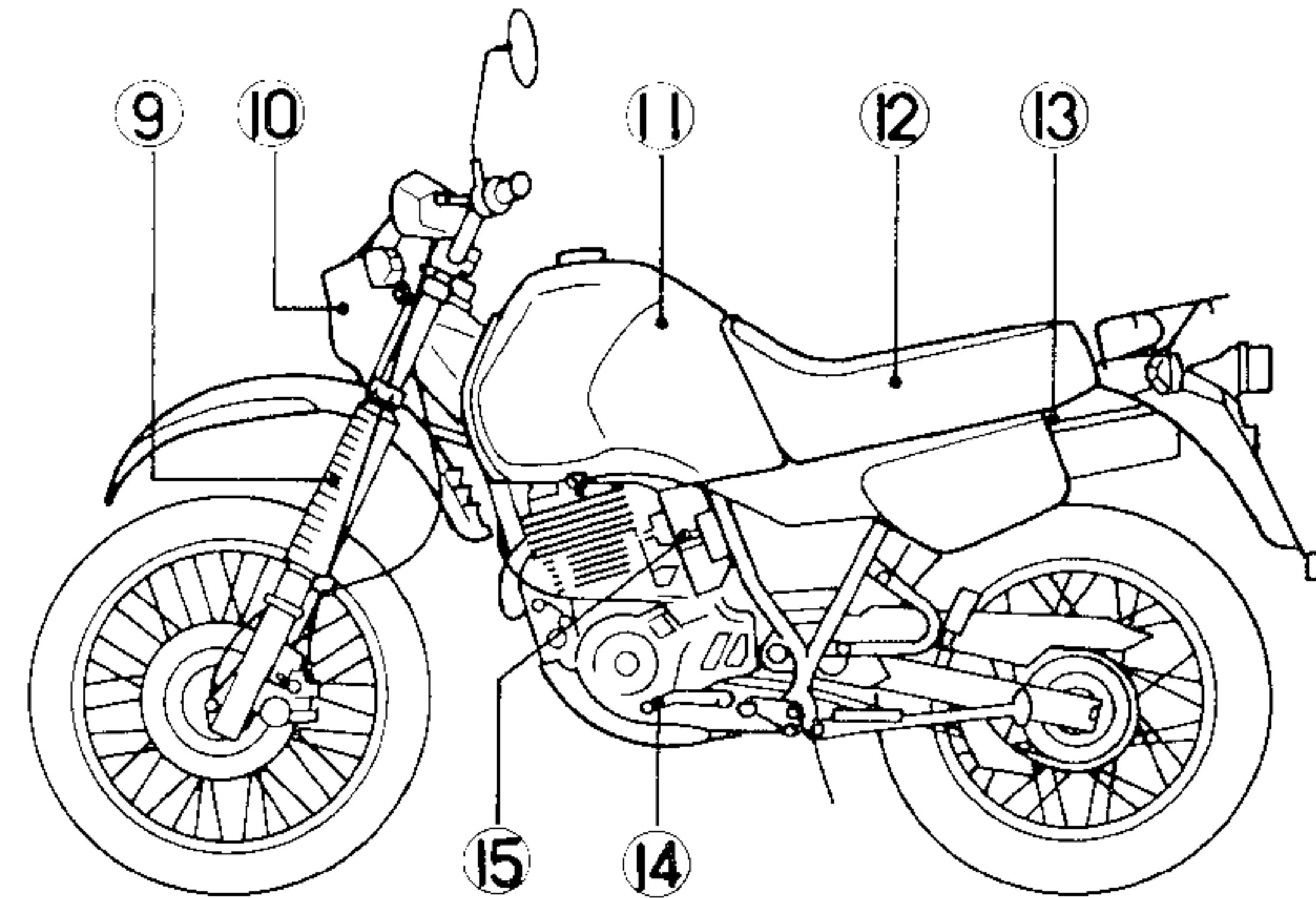
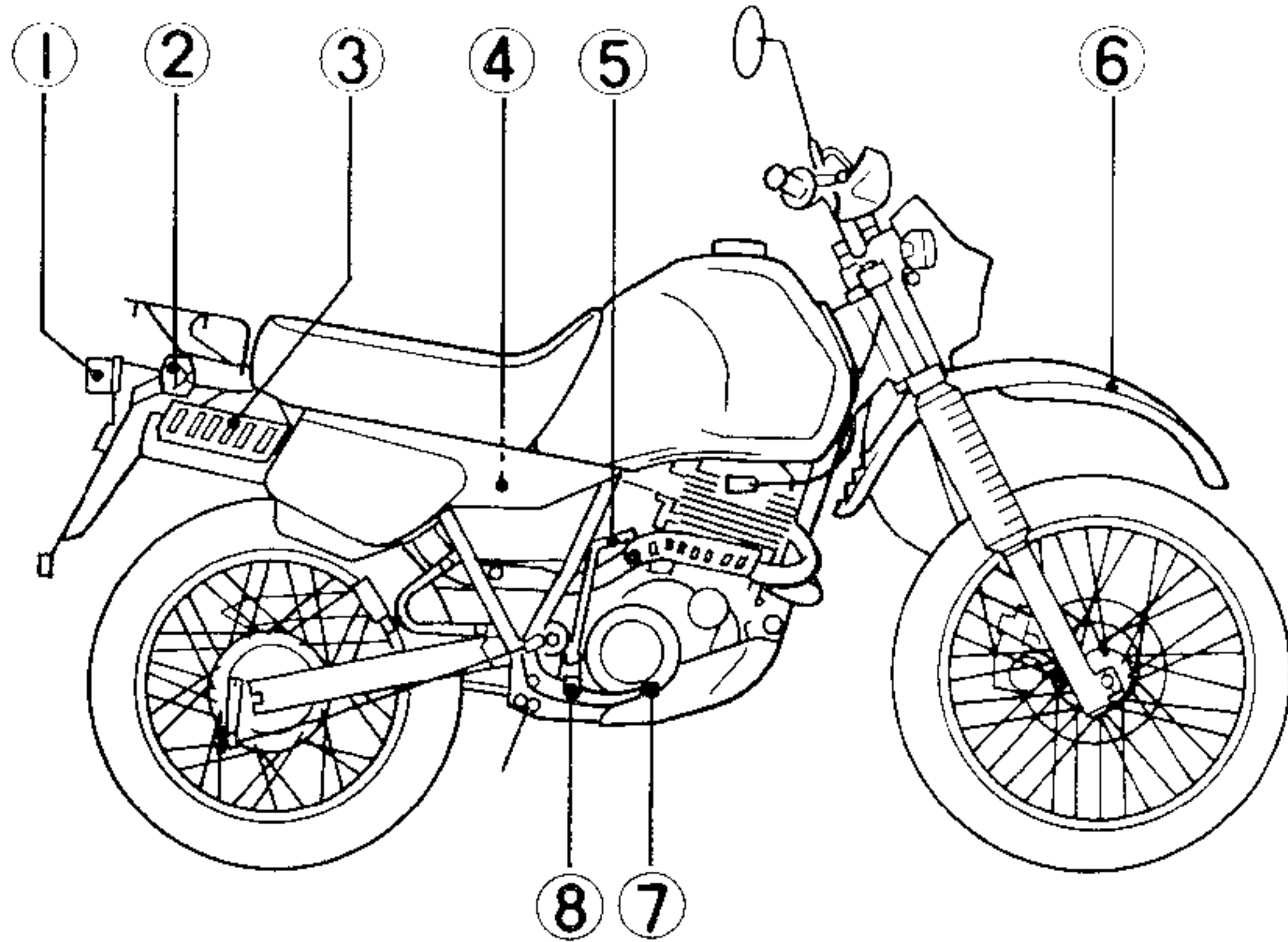
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DESCRIPTION



- | | |
|-------------------------|-------------------------|
| 1. Taillight | 12. Seat |
| 2. Rear flasher light | 13. Helmet holder |
| 3. Silencer | 14. Change pedal |
| 4. Monocross suspension | 15. Oil cooler |
| 5. Kick starter | 16. Clutch lever |
| 6. Front fender | 17. Handlebar switch |
| 7. Brake pedal | 18. Speedometer |
| 8. Footrest | 19. Tachometer |
| 9. Front fork | 20. Brake lever |
| 10. Headlight | 21. Throttle grip |
| 11. Fuel tank | 22. Front flasher light |

U-002

NOTE: _____

The motorcycle you have purchased may differ slightly from those shown in the photographs.

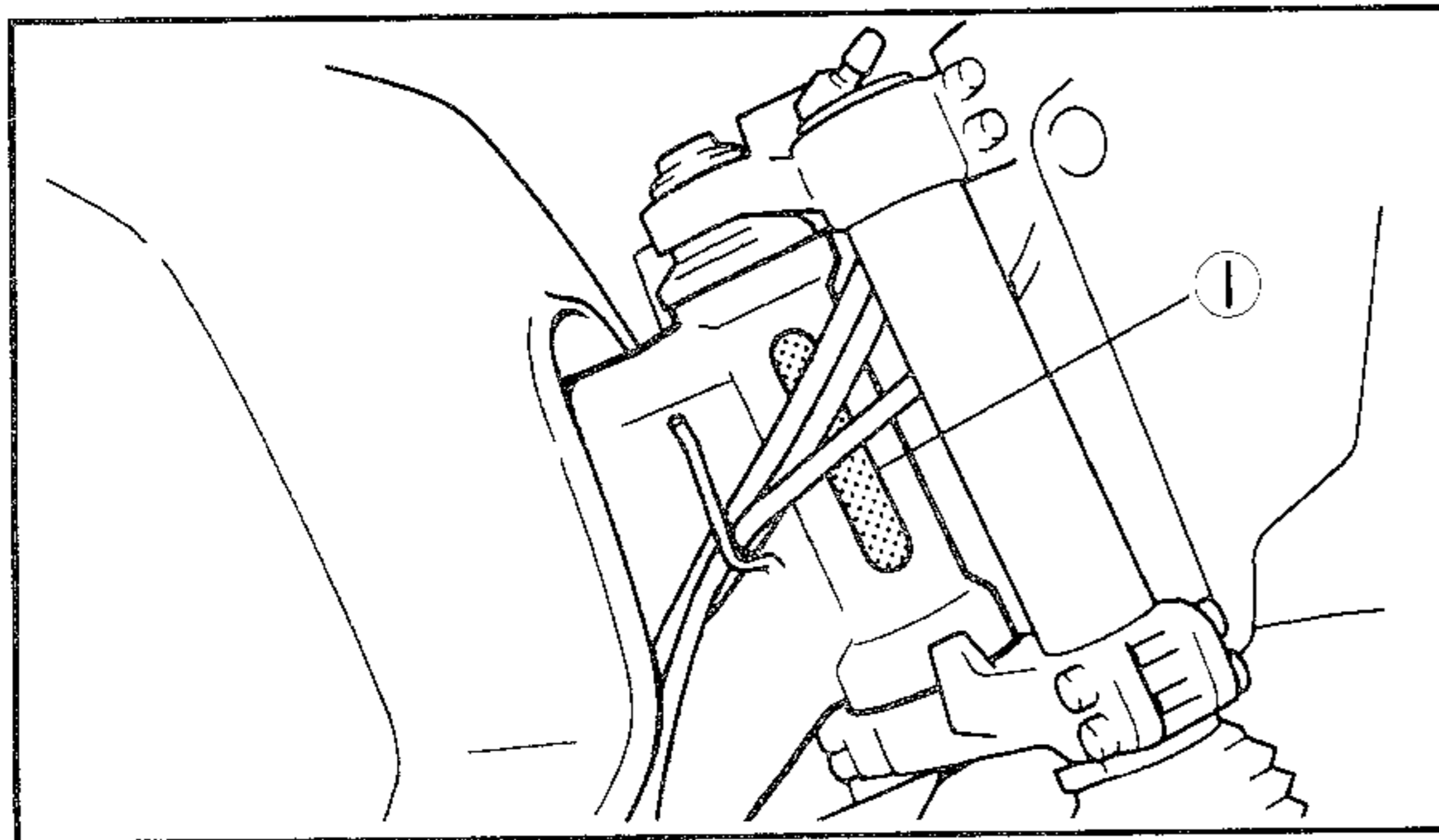
A-600

MOTORCYCLE IDENTIFICATION

A-602

Frame serial number

The frame serial number is stamped into the right side of the steering head pipe.

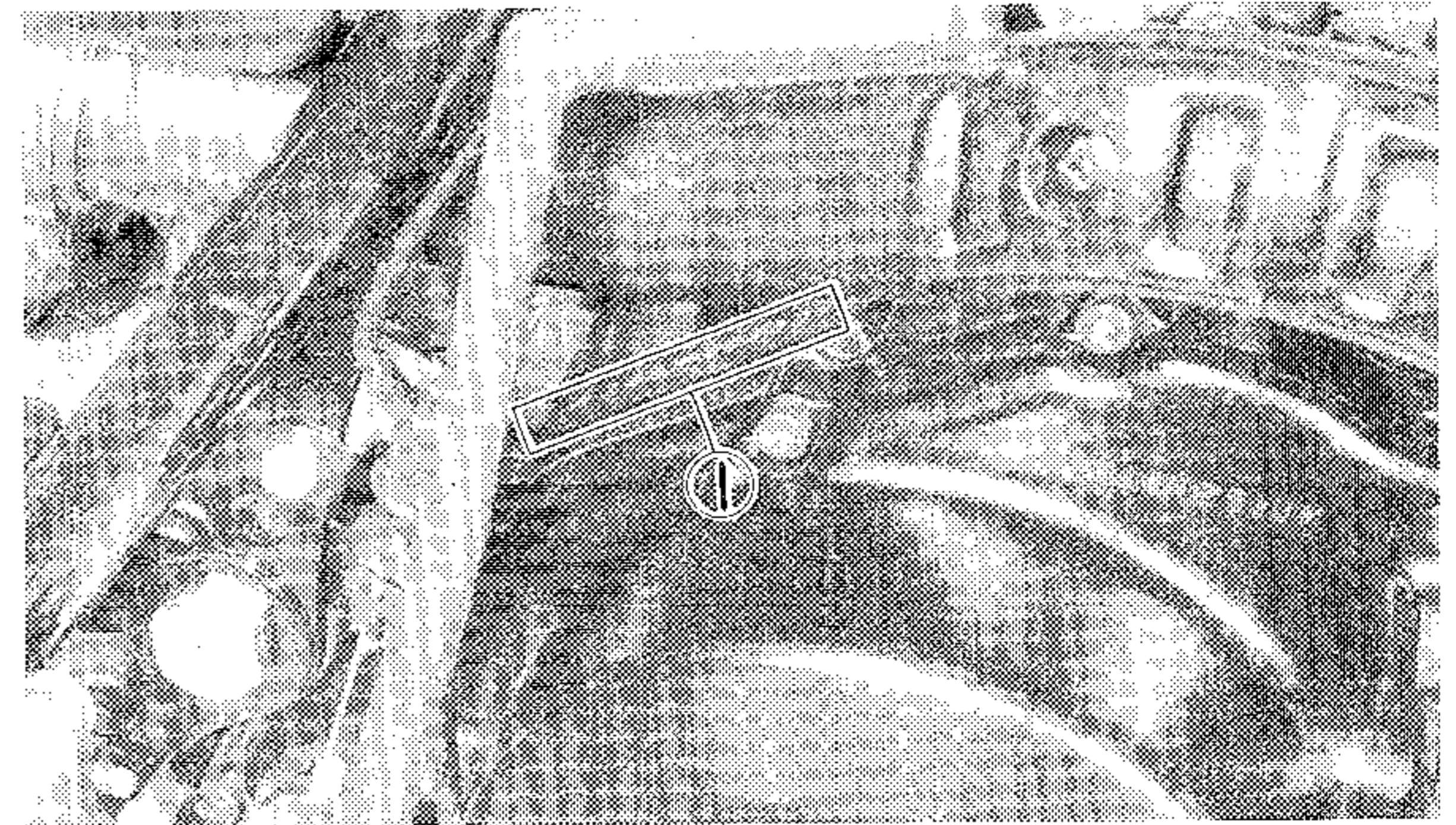


1. Frame serial number

A-701

Engine serial number

The engine serial number is stamped into the right side of the engine.



1. Engine serial number

U-003

NOTE: _____

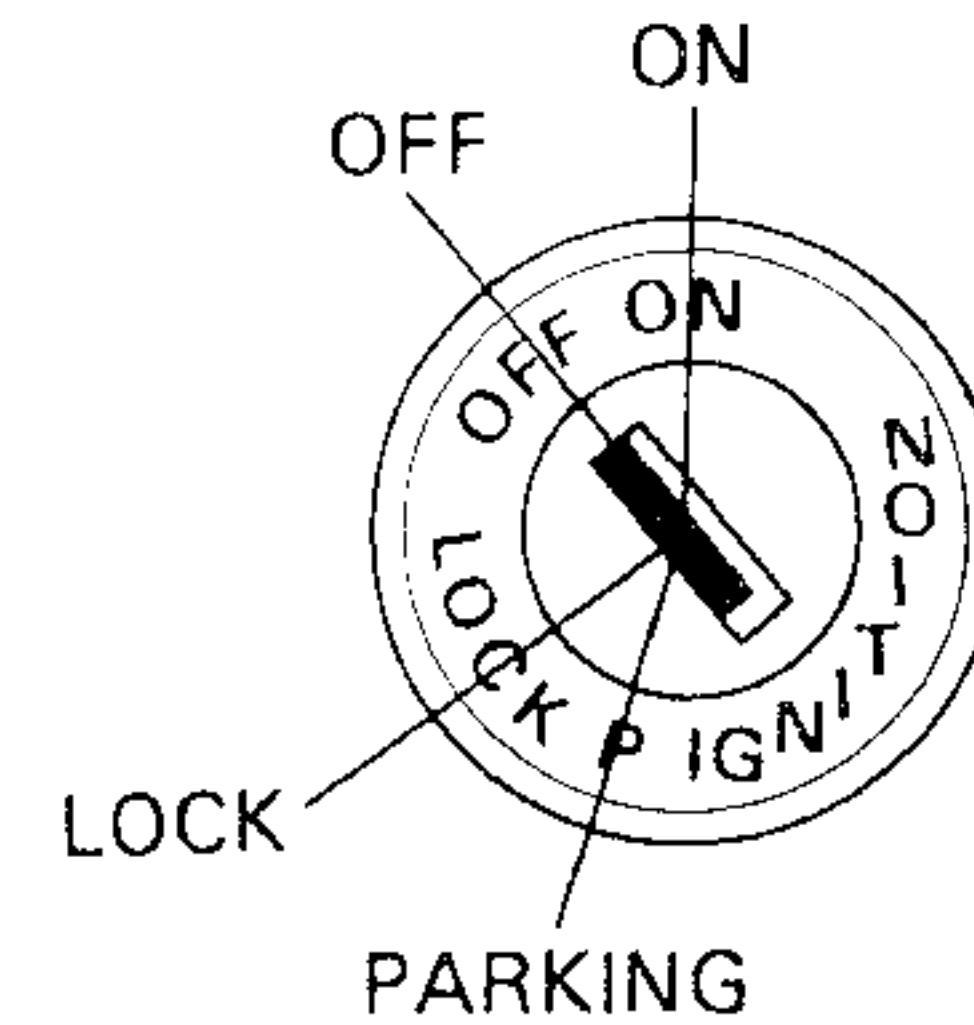
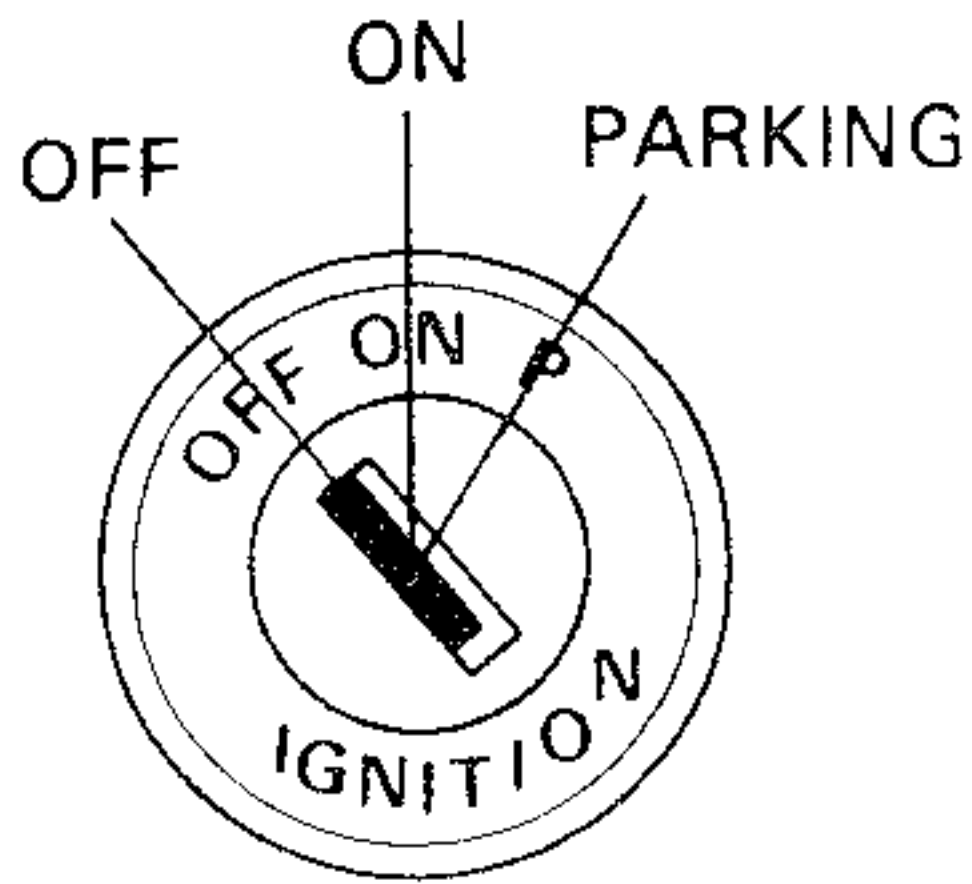
The first three digits of these numbers are for model identification; the remaining digits are the unit production number. Keep a record of these numbers for reference when ordering parts from a Yamaha dealer.

CONTROL FUNCTIONS

B-001

Main switch

The main switch controls the ignition and lighting systems; its operation is described below.



U-005

NOTE:

On this model the main switch comes in two types; one with a steering lock device and the other without it.

B-005

ON:

Electrical circuits are switched on. The engine can be started. The key cannot be removed in this position.

B-006

OFF:

All electrical circuits are switched off. The key can be removed in this position.

B-007*

LOCK:

The steering is locked in this position, and all electrical circuits are switched off. The key can be removed in this position. Refer to "Steering lock" (Page 3-8) for proper operation.

B-010

PARKING:

The steering is locked in this position (only for the type with lock), and the taillight and auxiliary light come on but all other circuits are off. The key can be removed in this position.

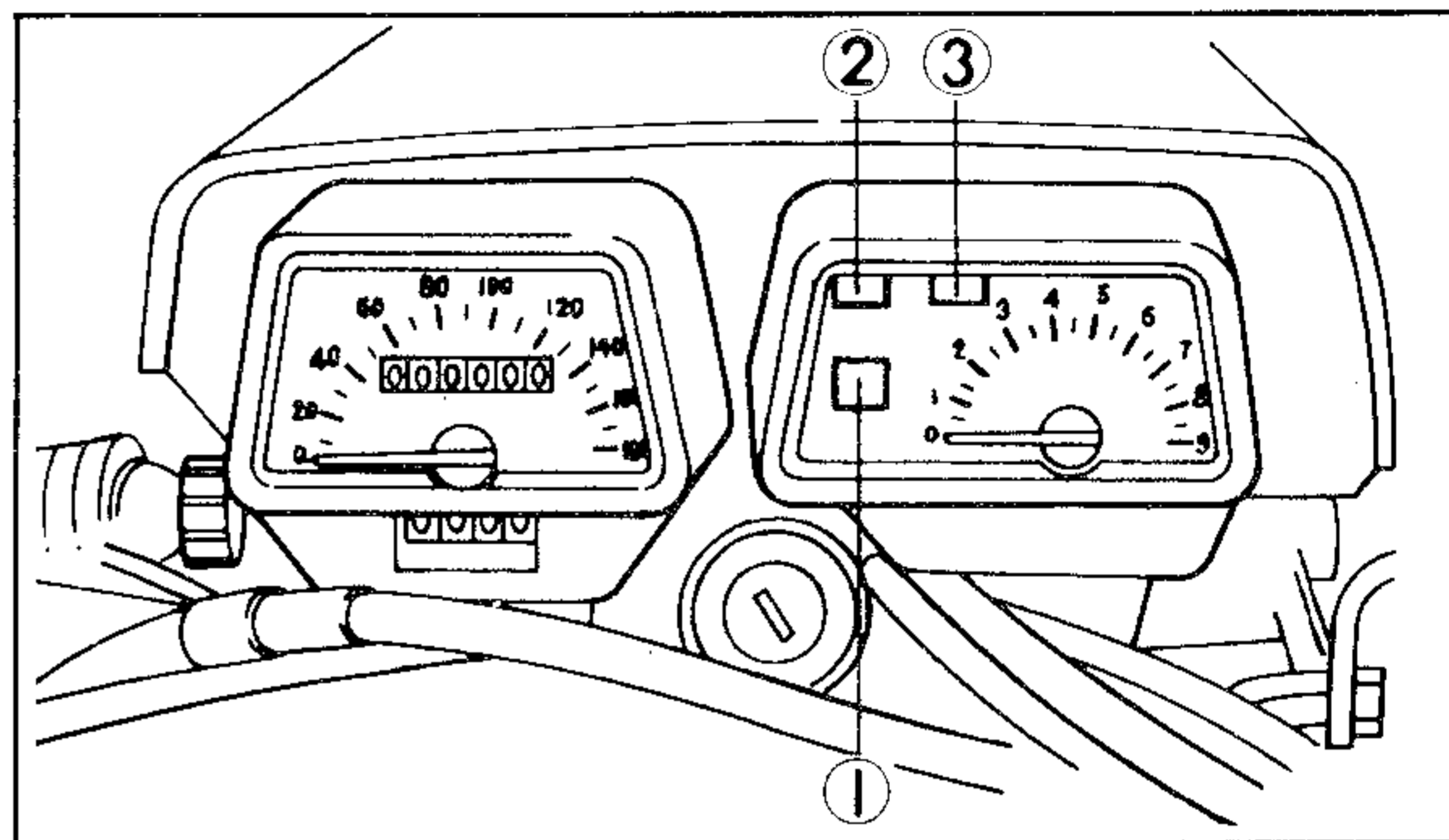
U-007

NOTE:

Always turn the main switch to "OFF" or "LOCK" and remove the key when the motorcycle is unattended.

B-100

Indicator lights



1. "TURN" indicator light
2. "HIGH BEAM" indicator light
3. "NEUTRAL" indicator light

B-101

"TURN" indicator light (orange):

This indicator flashes when the turn switch is "ON".

B-102

“NEUTRAL” indicator light (green):
This indicator comes on when the transmission is in neutral.

B-103

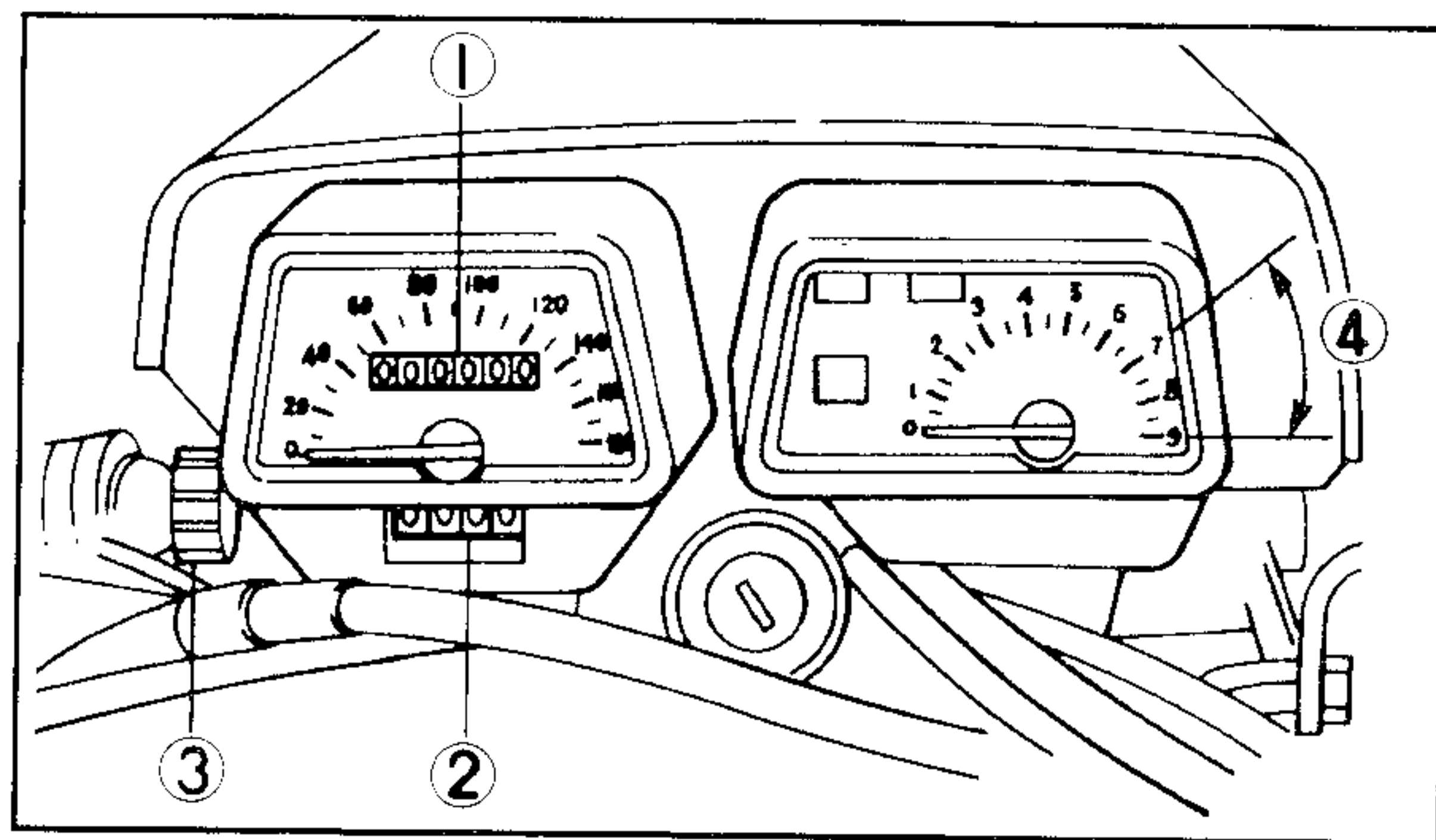
“HIGH BEAM” indicator light (blue):
This indicator comes on when the headlight high beam is used.

B-400

Speedometer

The odometer and trip odometer are built into the speedometer. The trip odometer can be reset to “0” with the reset knob.

Use the odometer to estimate how far you can ride on a tank of fuel before going to “RESERVE”. This information will enable you to plan fuel stops in the future.



1. Odometer
2. Trip odometer
3. Reset knob
4. Red zone

B-403

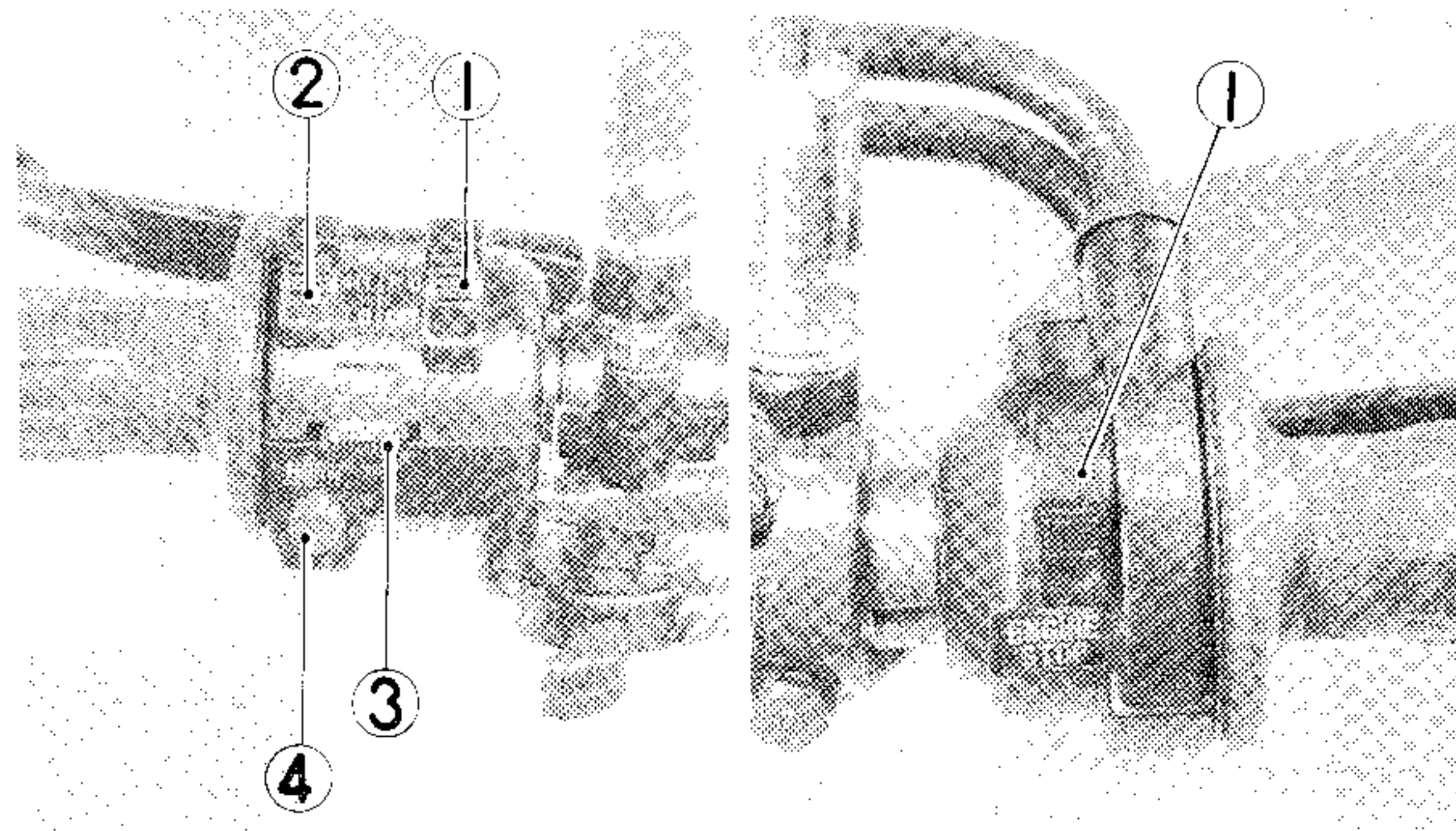
Tachometer

This model is equipped with a tachometer so the rider can monitor the engine speed and keep it within the ideal power range.

U-304

CAUTION:

Do not operate in the red zone
Red zone: 7,000 r/min and above

Handlebar switches:

1. "LIGHTS" switch
2. "LIGHTS" (Dimmer) switch
3. "TURN" switch
4. "HORN" switch

1. "ENGINE STOP" switch

"LIGHTS" (Dimmer) switch

Turn the switch to "HI" for the high beam and to "LO" for the low beam.

"TURN" signal switch

This is a three-way switch: the center position is off; turn to the "L" to turn on the left flasher and to the "R" for the right flasher. Be sure to turn the switch off after completing a turn.

"HORN" switch

Press the switch to sound the horn.

"LIGHTS" switch

Turn the light switch to "ON" to turn on the headlight, taillight, and meter lights. Turn the light switch to "PO" to turn on the auxiliary light, taillight, and meter lights.

B-609

“ENGINE STOP” switch

The engine stop switch is a safety device for use in an emergency such as when the motorcycle overturns or when trouble occurs in the throttle system. The engine will not run when the engine stop switch is turned to “OFF.” In case of emergency, turn the switch to “OFF.”

B-701

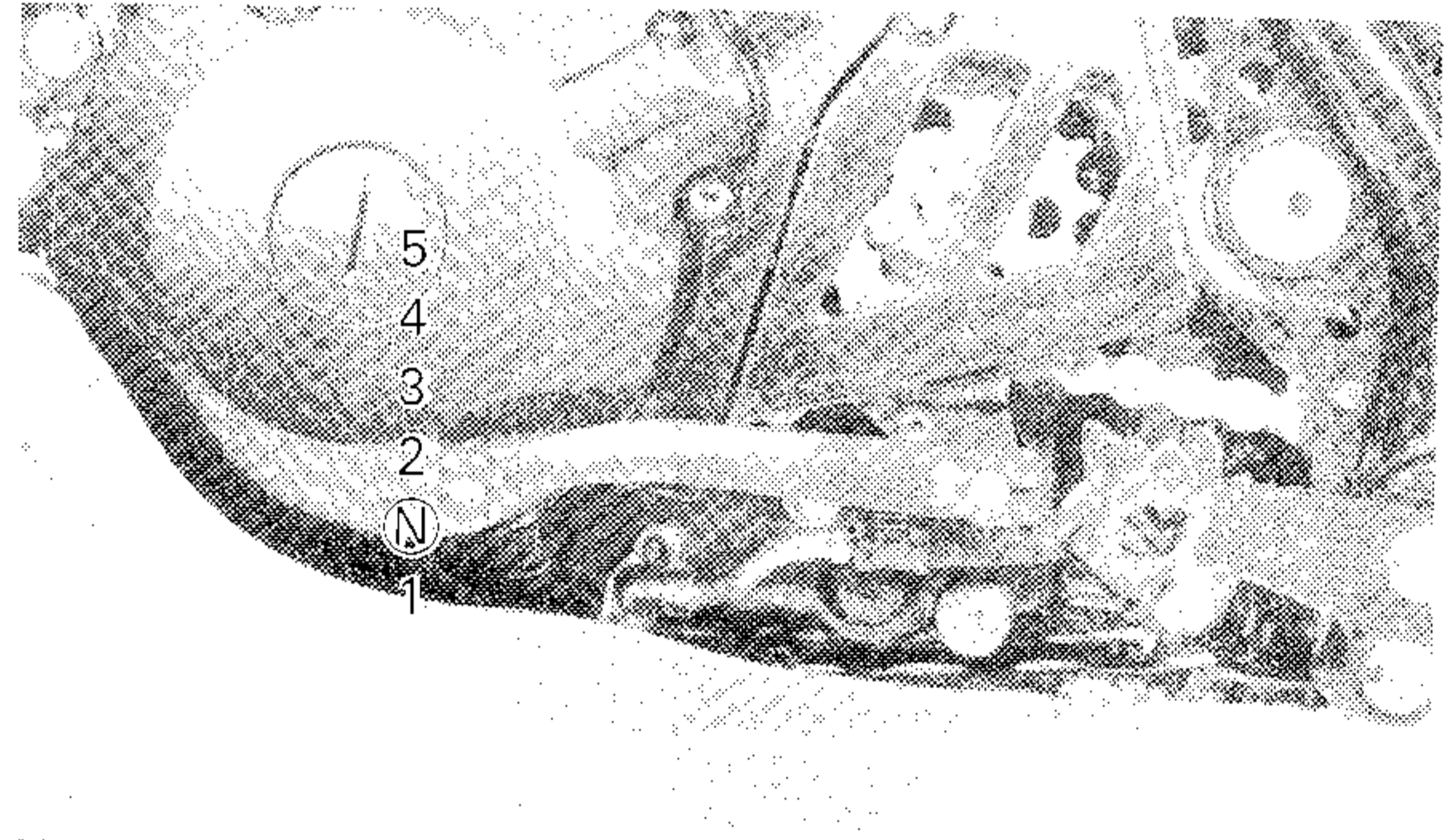
Clutch lever

The clutch lever is located on the left handlebar; it disengages or engages the clutch. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth starts.

B-800*

Change pedal

The gear ratios of the constant-mesh 5-speed transmission are ideally spaced. The gears can be shifted by using the change pedal on the left side of the engine.



N. Neutral

B-900

Front brake lever

The front brake lever is located on the right handlebar. Pull it toward the handlebar to activate the front brake.



Rear brake pedal

The rear brake pedal is on the right side of the motorcycle. Press down on the brake pedal to activate the rear brake.

C-101

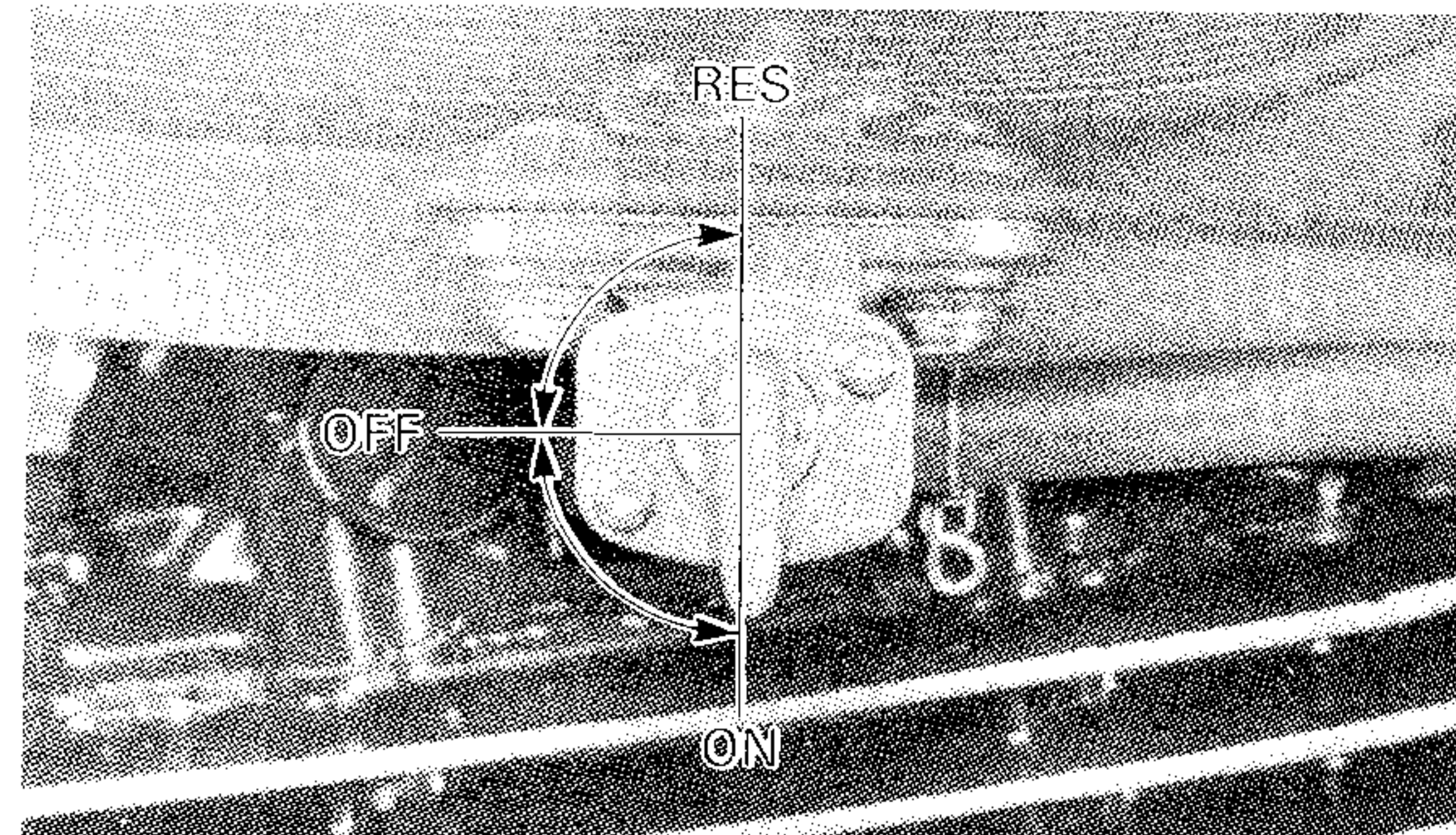
Fuel cock

The fuel cock supplies fuel from the tank to carburetor while filtering the fuel. The fuel cock has the three positions:

OFF: With the lever in this position, fuel will not flow. Always return the lever to this position when the engine is not running.

ON: With the lever in this position, fuel flows to the carburetor. Normal riding is done with the lever in this position.

RES: This indicates reserve. If you run out of fuel while riding, move the lever to this position. **FILL THE TANK AT THE FIRST OPPORTUNITY. BE SURE TO SET THE LEVER TO "ON" AFTER REFUELING.**



C-201

Starter lever (CHOKE)

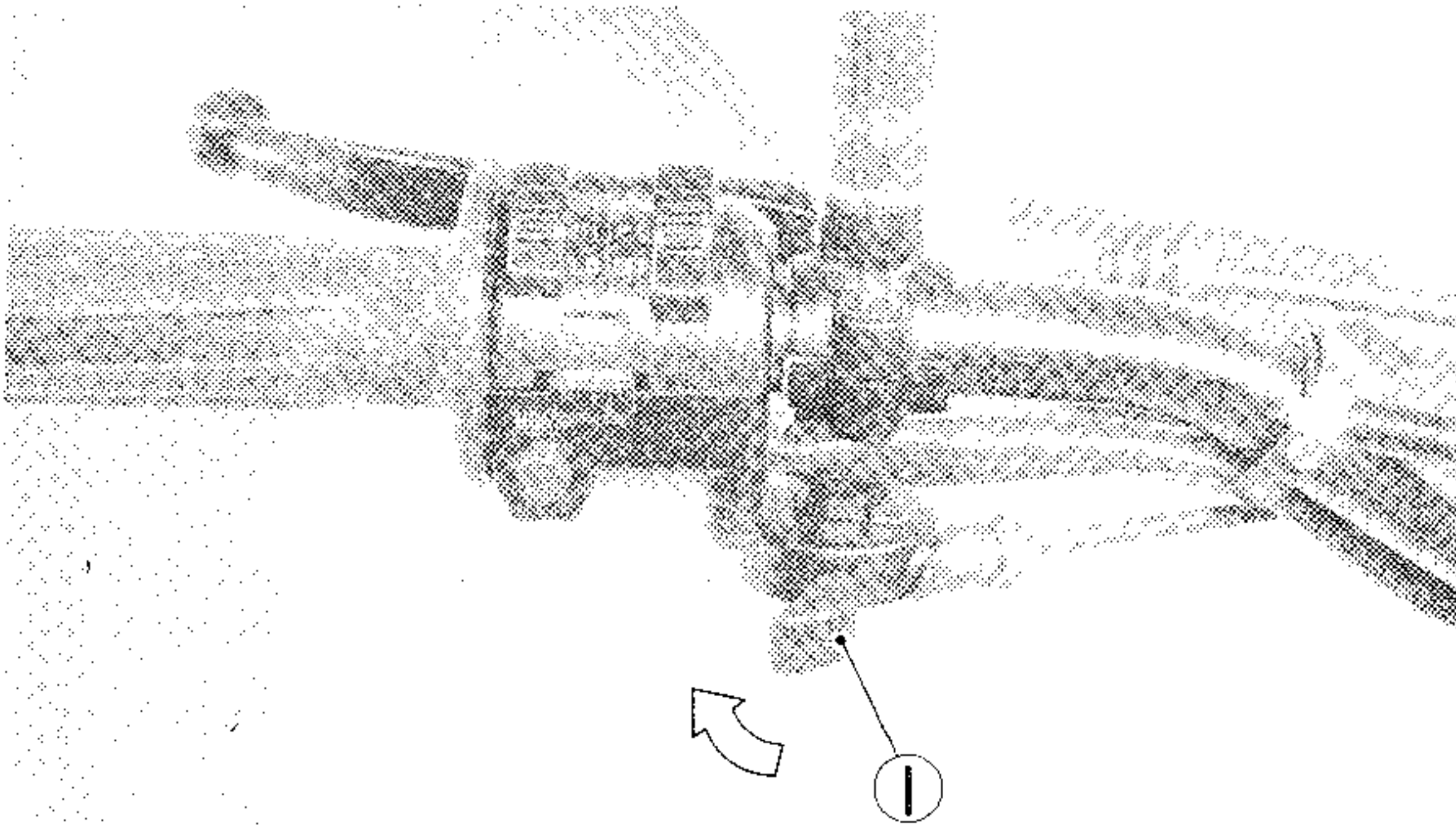
The starter lever is located on the left handlebar.

Starting a cold engine requires a richer fuel mixture. In such a case, turn the starter lever to the left.

After the engine is warm, turn the lever to its original position.

NOTE: _____

Refer to "Starting and warming up a cold engine" for proper operation.



1. Starter lever

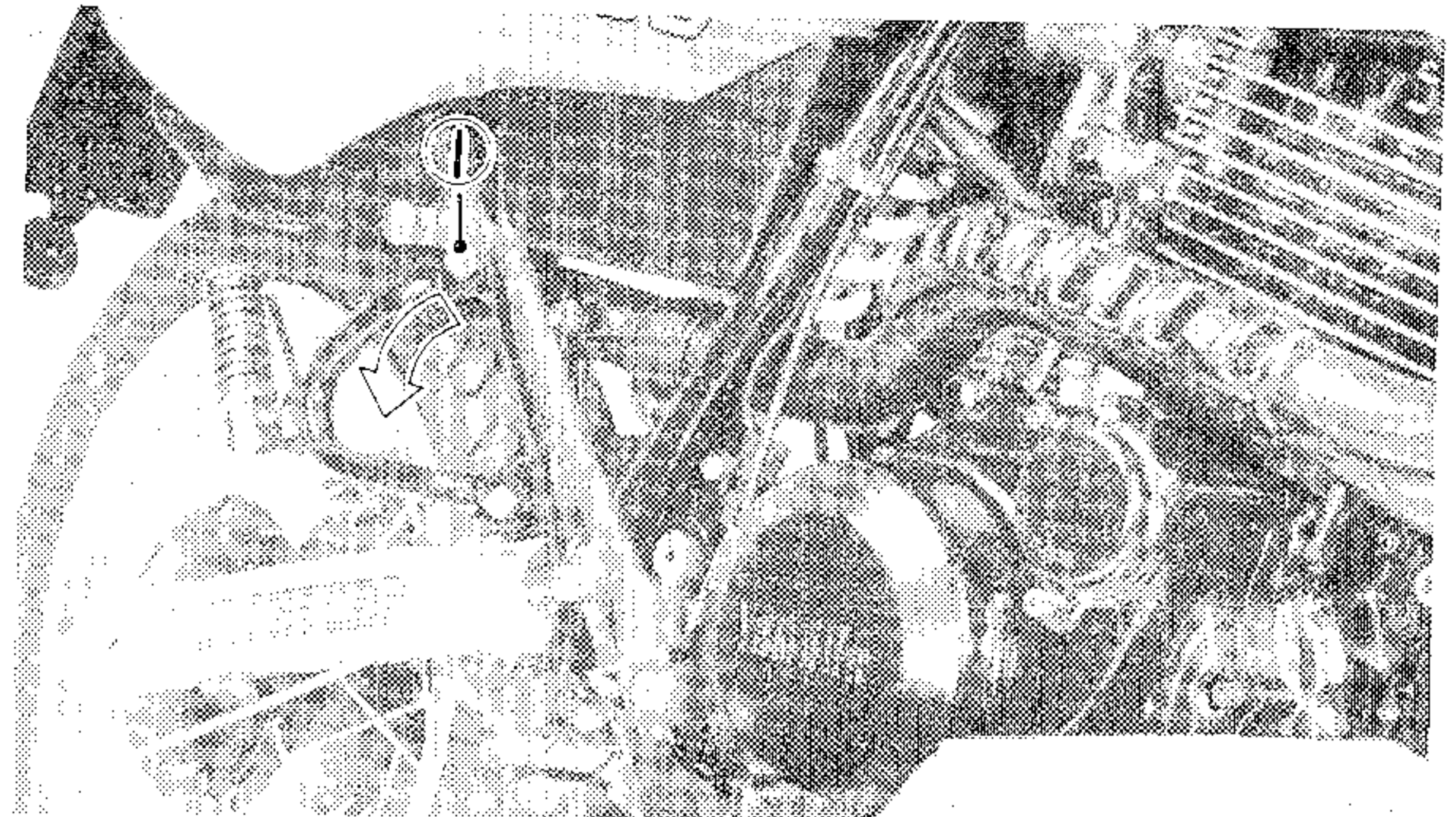
Kick starter

Rotate the kick starter away from the engine. Push the starter down lightly with your foot until the gears engage, then kick smoothly and forcefully to start the engine. This model has

a primary-coupled kick starter so the engine can be started in any gear if the clutch is disengaged. In normal practice, however, shift to neutral before starting.

NOTE: _____

This model features an autodecomp. device, which frees the operator from the trouble otherwise required.

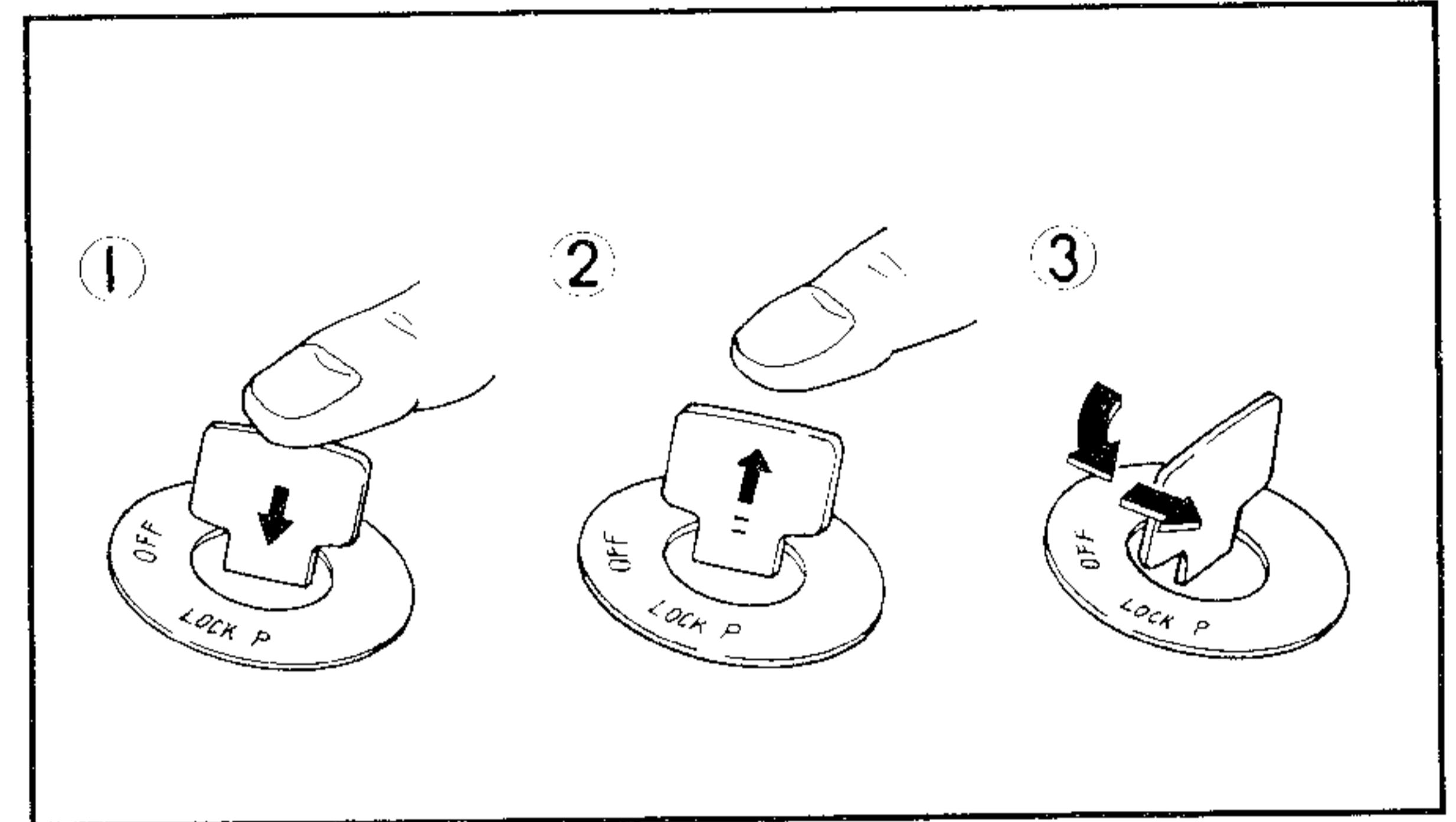


1. Kick starter

Steering lock

1. Combined with main switch

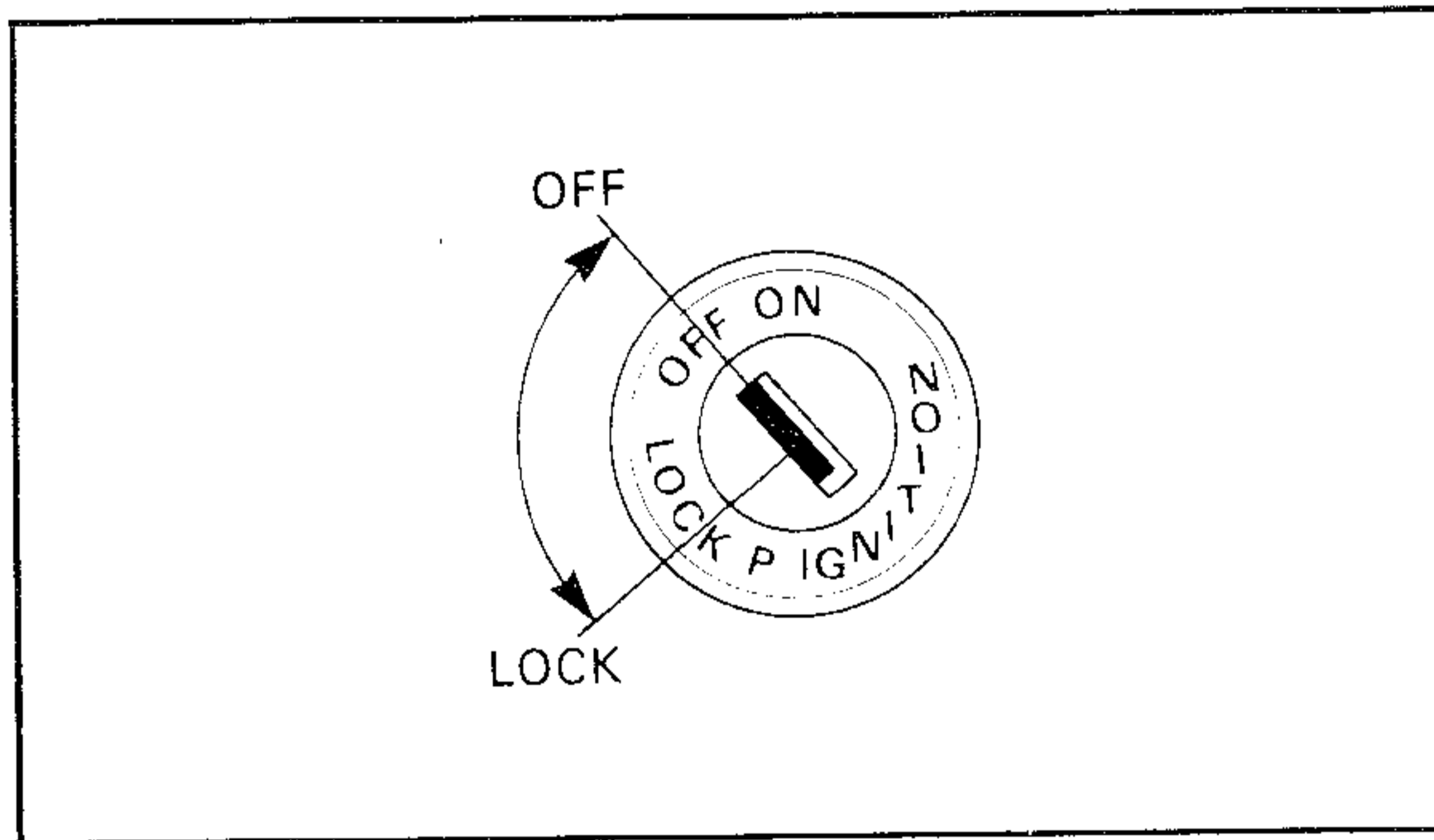
The steering is locked when the main switch is turned to "LOCK." To lock the steering, turn the handlebars all the way to the left or right. With the key at "OFF," push it into the main switch, turn the key counterclockwise to "LOCK," and remove the key. To release the lock, turn the key clockwise.



1. Push

2. Release

3. Turn



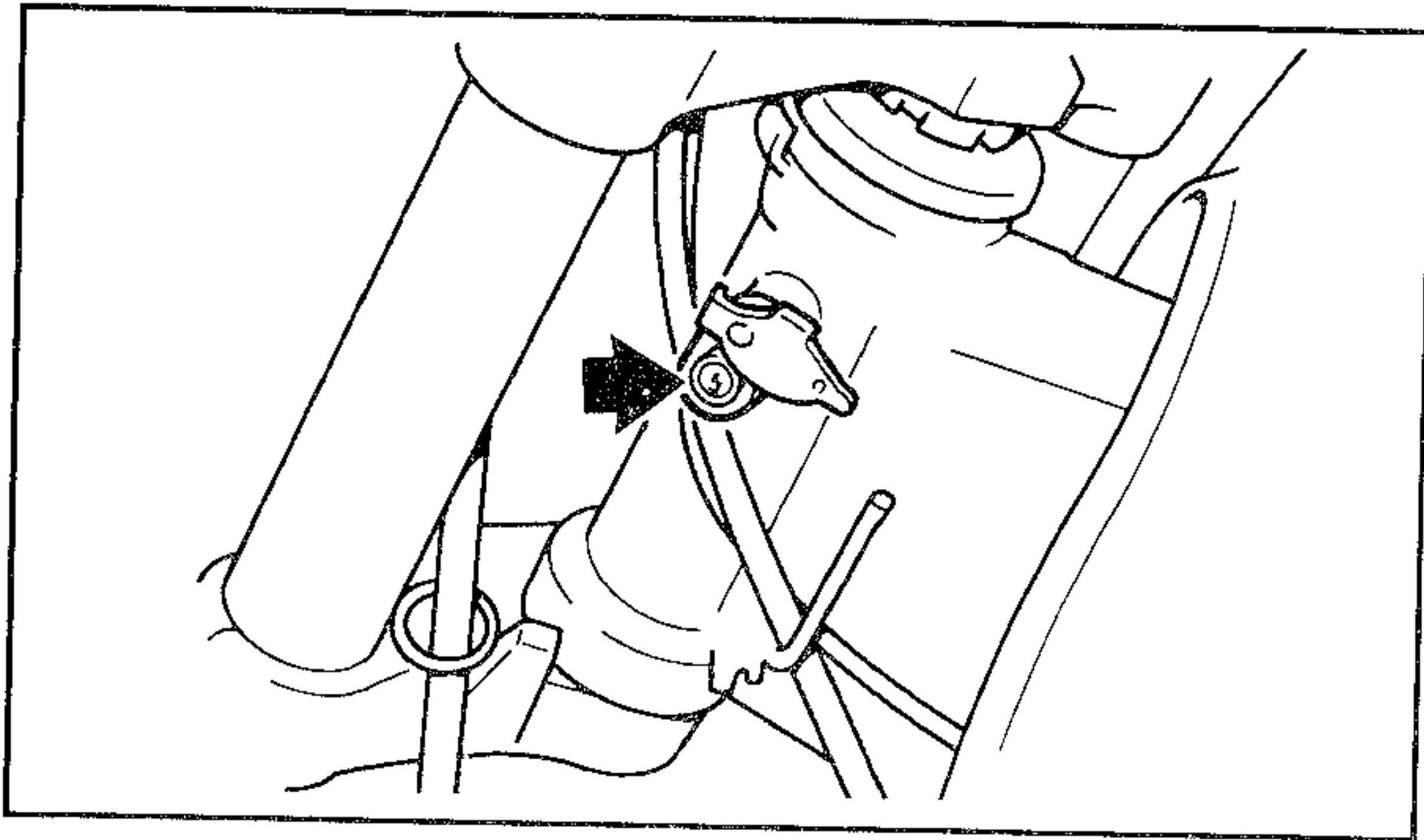
U-614

WARNING:

Never turn the key to "LOCK" when the motorcycle is moving.

2. Separate

To lock the steering, turn the handlebars all the way to the right, and insert the key into the steering lock. Turn the key 1/8 turn counterclockwise, push it in, then turn it 1/8 turn clockwise. After checking to see that the lock is engaged, remove the key from the lock. To release the lock, reverse the above procedure.



C-501

Helmet holder

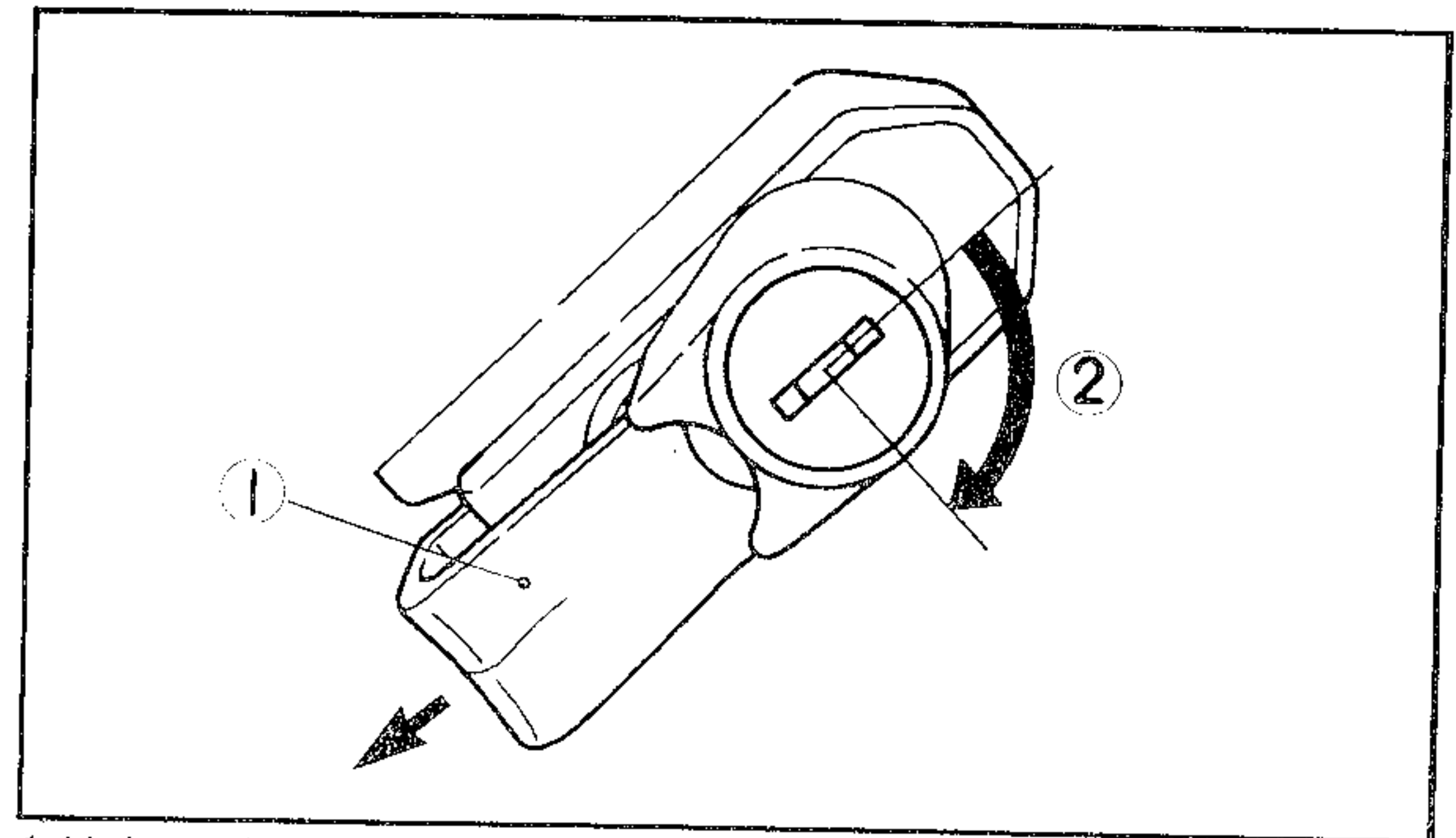
To open the helmet holder, insert the key in the lock and turn it as shown.

To lock the helmet holder, reverse the above procedure.

U-615

WARNING:

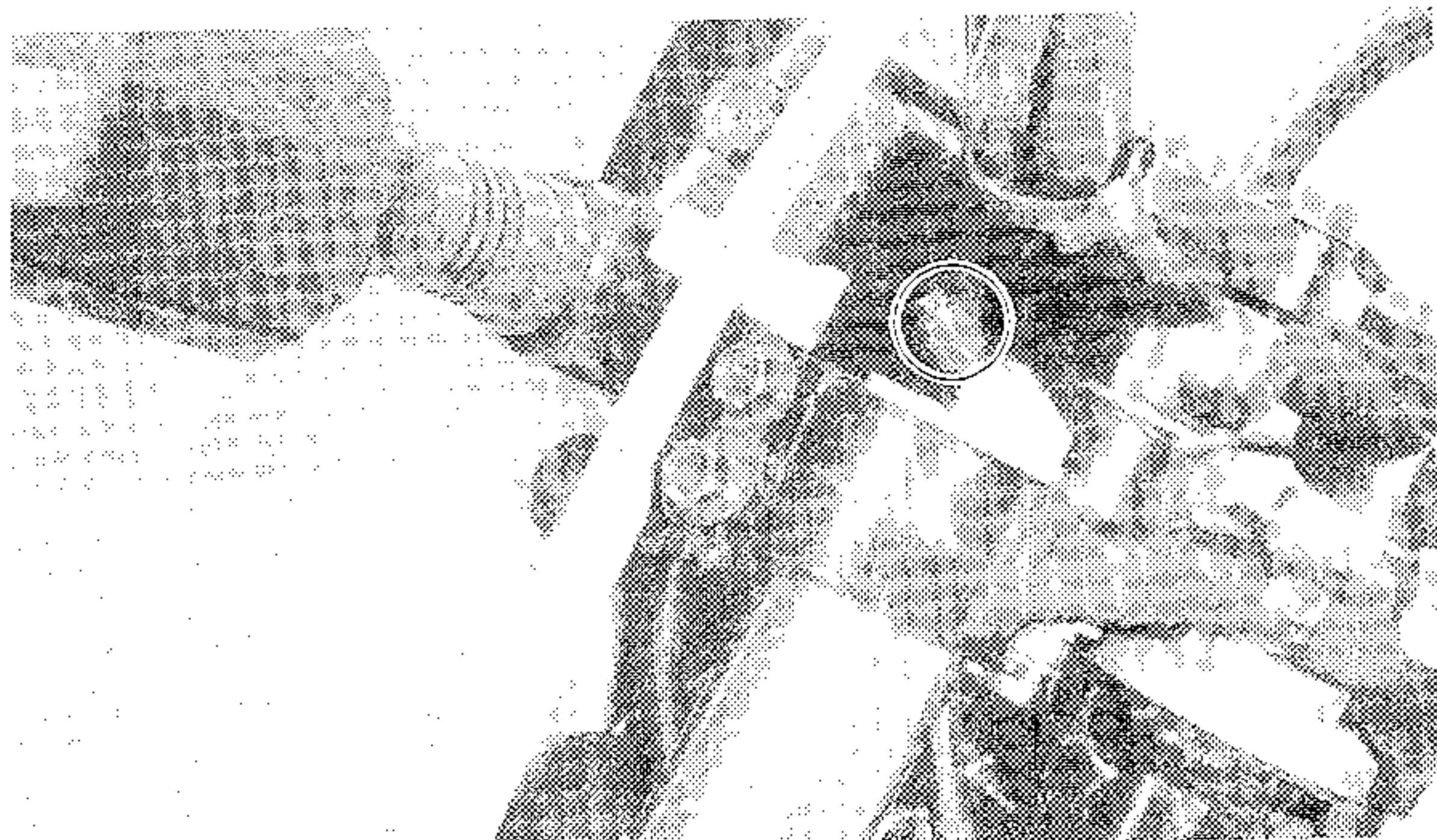
Never ride with a helmet in the helmet holder. It could interfere with rear wheel movement, causing loss of control and possibly an accident.



1. Helmet holder 2. Open

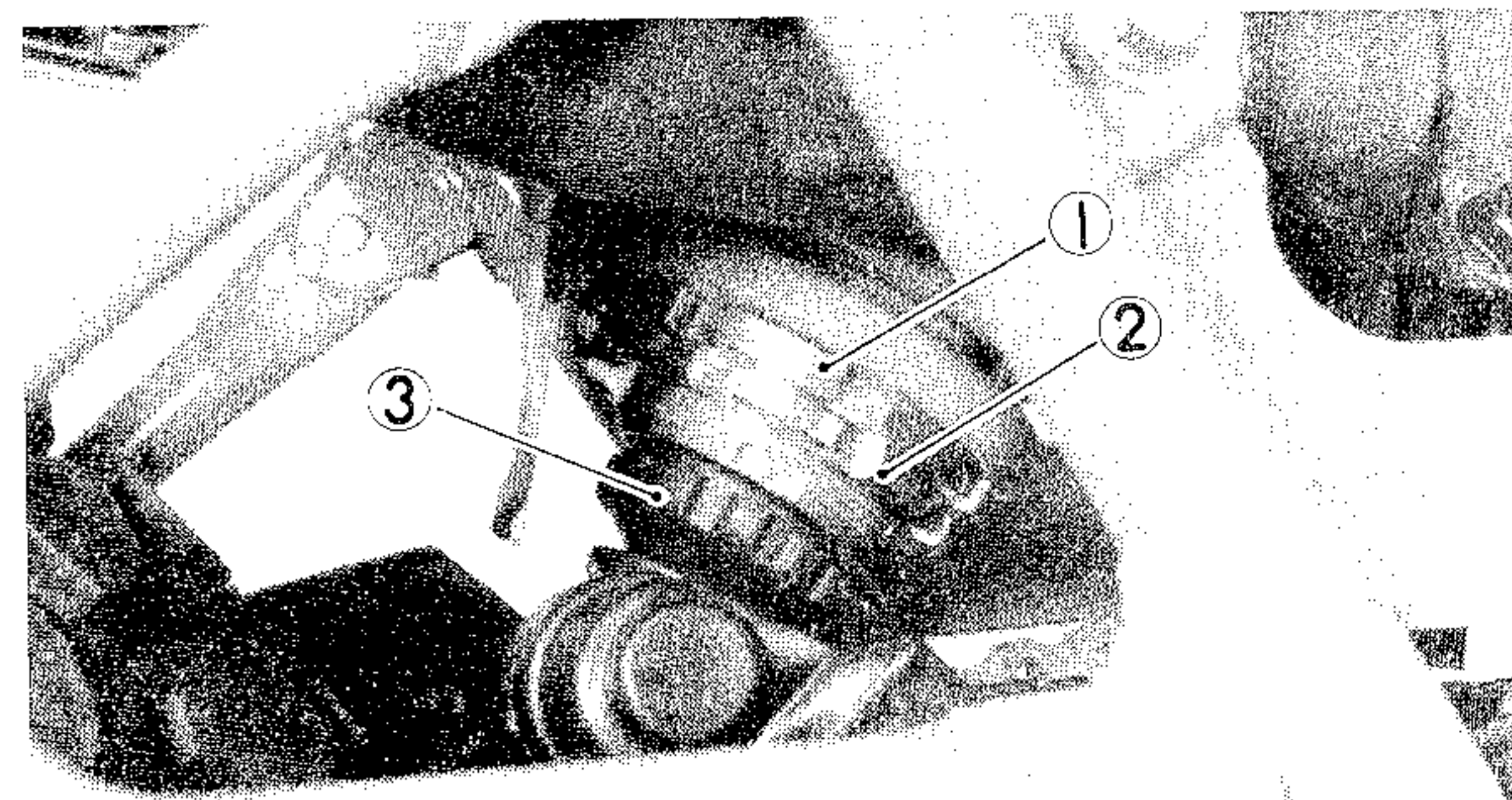
Front forks

The front forks of this model are pneumo-mechanical; namely, a combination air and mechanical coil spring in the inner tubes. By adjusting the air pressure, you can alter the suspension to suit the motorcycle's load and the operating conditions. Refer to page 7-29 for proper adjustment procedures.



Rear shock absorber

The spring preload and the damping of the rear shock absorber can be adjusted to suit motorcycle's load (ex: optional accessories etc.) and riding conditions. Refer to page 7-32 for proper adjustment procedures.



1. Adjuster
2. Lock nut
3. Damping adjuster

