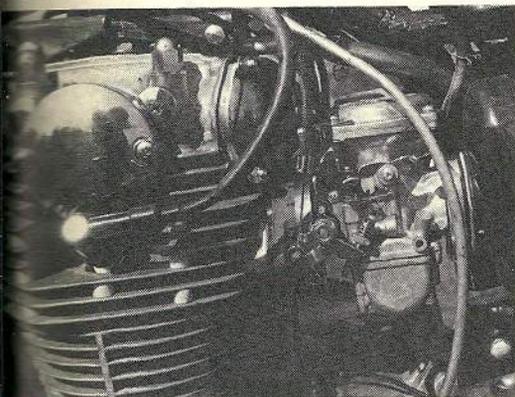




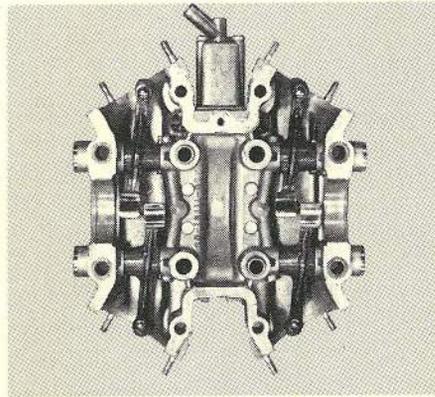
*Instruments need to have a bit more rearward angle.*



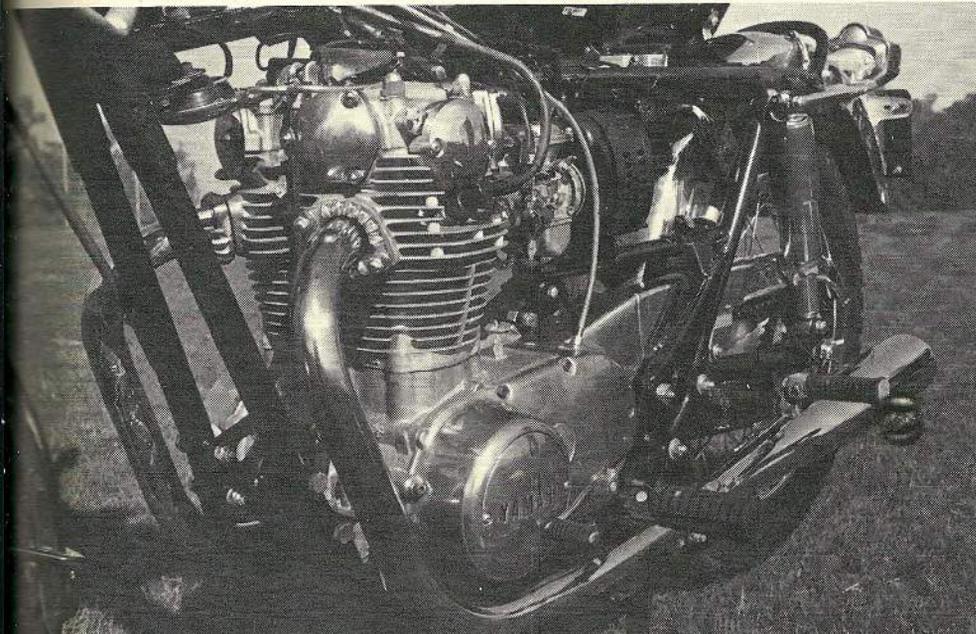
*Carburetors have built-in mixture-enriching jets.*

instead of relying on engine revs alone, a relatively small 5.5 amp/hr battery is used to power the lights. The horn is plenty loud enough to penetrate a car with the windows rolled up on the freeway. For some reason, our test bike was not fitted with the turn flashers. From our experience on other machines, these somewhat unattractive lights make congested city traffic much less hectic.

Out on the drag strip, the trim 650 proved easy and reliable to ride as we checked out its measurable muscle. After several sessions of trial and error experimentation, we came up with a combination that worked for the quickest times. Starting off with a cold rear tire pressure of 27 psi, we first held the front brake and burned the rear tire until it was good and hot. There was a funny car there practicing, so we ran through his puddle of household bleach to soften the surface layer of tire



*Screws at rocker-arm ends adjust valve lash.*



*Styling is straightforward; bike looks trim and narrow. Engine cases are only 18" wide at footrests.*

rubber. Then right up to the Christmas tree and drop the clutch all at once, with the engine screaming at a steady 7000 rpm. The best times were produced by shifting at 7200: any more or less and the speed and ET were off. The machine comes off straight with no tendency to weave, spin sideways, or come up on the rear wheel. At 7200 in fourth, the bike is about 10 yards out of the traps, but shifting to fifth gave worse times than over-revving in fourth. Raising the gear ratio a few points would give even better times than the 13.63 mph at 99.01 mph that we got. Of each series, the second run was always the fastest (the engine had to cool for 10 minutes before it could generate respectable figures).

The 650's brakes are very good. During a 60 mph panic stop, the front brake feel remained positive and secure. There was no tendency to grab or fade excessively. While it was possible to lock the front wheel, the point of locking was so predictable that it was easy to stay at maximum braking without danger. The best stopping distance generated a force of 1.24 G [see Superbike Comparo in the March issue].

On the racing course, fade was greatly reduced by opening the vents on the backing plate and wheel hub. The extra ventilation got rid of the excess heat between the hard braking corners.

Cornering clearance was limited by the centerstand and footrest dragging the pavement at the same time. As mentioned before, the rear wheel had the tendency to oscillate and the bike would wallow somewhat in fast, bumpy turns. Better tires and rear shocks would cure most of this. For some reason, there's a lot of slack in the drive train. If you're in the middle of a sweeping turn and close the throttle, the combination of clutch shock absorber, rear chain slack, and rear wheel shock absorber all together cause a disturbing jolt that makes the rear wheel hop alarmingly. After we learned to keep the pressure on, though, there was no problem.

The standard gear ratio would allow the XS-1 to easily overrev in fifth gear. At the highest speed we could get (115 mph), the tach was reading 7700 rpm, which is 700 rpm over the power peak. So a higher (lower numerical) ratio would improve top speed as well as quarter-mile times.

Styling on the 650 is straightforward, clean, and very simple. The engine cases are 18 inches wide at the footrests and the whole bike looks very trim and narrow. The slim, tapered gas tank adds to the light look. The tank headlight