

Since the machine embodies no "new" engineering principles, Average Rider will not suffer while they iron out all the bugs.

and bracket, side panels, and shock absorber covers are painted a medium-dark green. White striped flashes accent the tank and side panels. The double down-tube frame is black. All the rest is polished aluminum-alloy, chrome plated, or stainless steel.

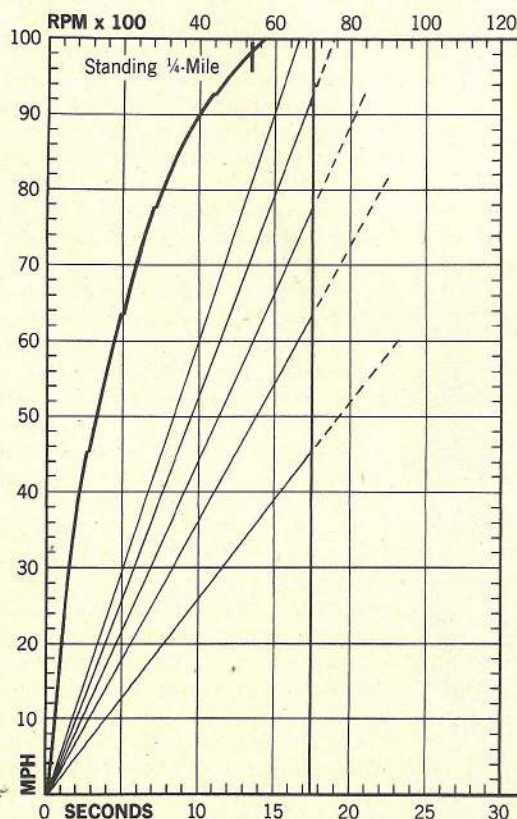
One of the most important and attractive features of the machine is the fact that it does not leak oil. There was not even a smear on the ground after an overnight sit. One of the prices of this oil tightness that the rider must pay is frequent rear-chain lubing. On a trip, he must stop every hundred miles or so and lube the chain by hand. We found that one of the small spray cans, such as Lubri-Tech or PetroChem, was perfect for the job. These cans are small enough

to fit in the pocket of a light jacket and have covers to prevent pocket-lubing.

Rolling up in front of Alfie's on Sunset Boulevard made an instant hit. There must have been 60 bikes parked down at the curb and half of the owners were circled around a table, drinking beer and hassling the big-chested waitress—must to her amusement and pleasure. As soon as I stopped the Yamaha, they all came running down to ask questions and eyeball. They really liked the sound from the mufflers and the lack of noise from the engine. Even though the 650 uses a lot of clearance between the rocker arms and the cam lobes, the engine is amazingly quiet. And they liked it because it wasn't fat and heavy-looking. And they wanted to

race. But the cop that was standing around inspecting cigarettes didn't dig that idea so much.

All those guys didn't seem to mind that I didn't think the bike was very good for long trips or that the bigger multi-cylinder jobs were a lot smoother. They thought it sounded neat and really grooved over the strip times. And that must be the XS-1's niche: a new bike for the guys that don't like a 350 that turns ten-jillion revs on the freeway (like when running across town to the other DRIVE-IN), and don't get turned on by the heavier, smoother 750-and-up models. Just the mount for that young-stud-about-town who wants something different from his buddies' Lightning or Bonneville or Mach III.



YAMAHA XS-1 650cc STREET BIKE

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| Price, suggested retail | E. and W. Coasts, POE \$1245 |
| Tire, front | 3.25 in. x 19 in. Dunlop K-70 |
| rear | 4.00 in. x 18 in. Dunlop K-70 |
| Brake, front | 1.38 in. x 7.9 in. |
| rear | 1.18 in. x 7.1 in. |
| Brake swept area | 60.6 sq. in. |
| Specific brake loading | 9.5 lb/sq. in., at test weight |
| Engine type | Four-stroke SOHC 360° twin |
| Bore and stroke | 2.95 in. x 2.91 in., 75mm x 74mm |
| Piston displacement | 39.9 cu in., 653.5cc |
| Compression ratio | 8.7:1 |
| Carburetion | (2) 30mm; Mikuni-Solex |
| Air filtration | Dry paper |
| Ignition | Battery-coil |
| Bhp @ rpm | 53 @ 7000 |
| Mph/1000 rpm, top gear | 15 |
| Fuel capacity | 3.3 gal. |
| Oil capacity | 6.4 pints |
| Lighting | Front: 12v, 50/40 w, Rear: 12v, 23/8 w |
| Battery | 12v, 5.5 ah |
| Gear ratios, overall | (1) 11.80 (2) 8.48 (3) 6.95 (4) 5.85 (5) 5.10 |
| Wheelbase | 55.5 in. |
| Seat height | 31 in., with rider |
| Ground clearance | 5.5 in., with rider |
| Curb weight | 440 lbs., with 1/2-tank of gas |
| Test weight | 575 lbs., with rider |
| Instruments | Speedometer/Odometer, Tachometer |
| 0-60 mph | 4.95 seconds |
| Standing start 1/4 mile | 13.63 seconds, 99.01 mph |
| Top speed | 115 mph @ 7700 |