

SC500



www.legends-yamaha-enduros.com



The SC500 is, frankly, a brute of a bike. Rear wheel horsepower runs right off the chart. Yet, for its size, it's surprisingly tractable.

A special lightweight Omni-phase Balancer® reduces engine vibration and evens out the power surge. Yamaha's exclusive Torque Induction® intake system also helps to keep the

power coming on smoothly from low rpm's.

The long-travel front forks will soak up anything you can hit. Without bottoming. And the Thermal-Phase rear shocks not only run cooler—they have interchangeable jets that actually let you fine tune their compression and rebound characteristics independently.

An automatic compression release makes the big engine as easy to kick over as a 125. And CDI ignition produces a hotter, more consistent spark at all speeds.

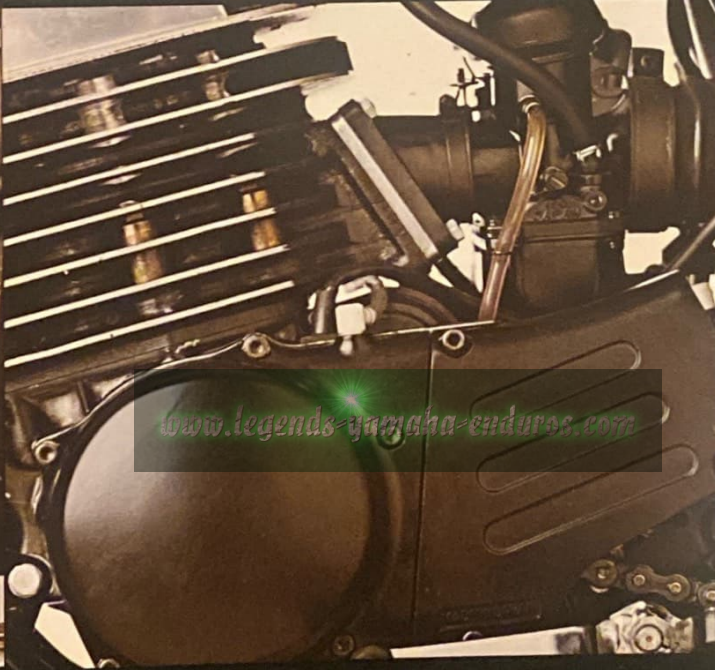
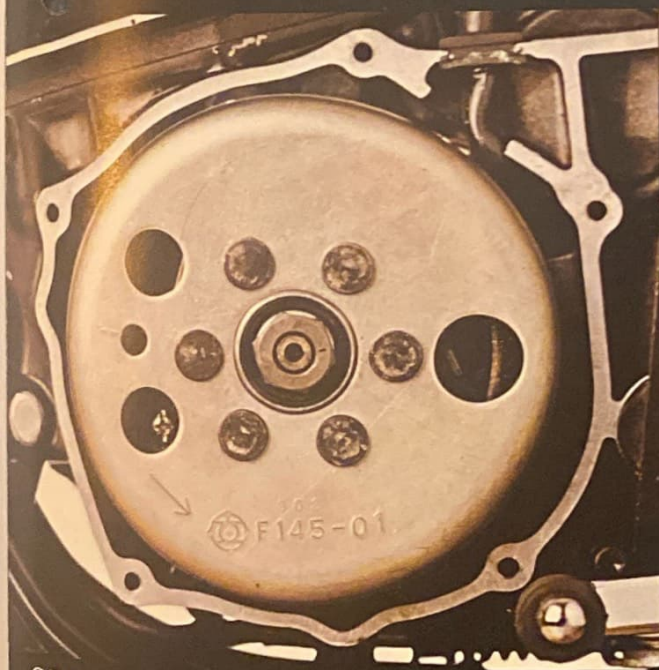
In MX, TT's, scrambles, or desert racing, the rider who knows how to use throttle will find that the SC500 has plenty to use.



Autolube® constantly adjusts the flow of oil into the fuel mixture according to engine load and speed, resulting in increased engine life. For those who want to save a little weight and premix, the unit is easily detachable.

Lightweight polypropylene fenders are virtually unbreakable. Fiberglass seat assembly is also featherlight, but well padded. Tapered hubs reduce unsprung weight without reducing braking efficiency.

Omni-phase Balancer®—a special lightweight competition unit—cancels out engine vibration with a counter-rotating balance driven off the crankshaft. The result is less fatigue to rider and machine.



C.D.I. ignition system produces a hotter spark, virtually eliminates spark plug fouling. And, combined with Yamaha's new automatic compression release, it makes this a big-bore machine that's easy to start.

Torque Induction®, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. The result is more horsepower, and no lugging at low rpm's.

Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride. Interchangeable jets also allow you to adjust compression and rebound characteristics individually.



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PERFORMANCE

Min. turning radius 82.7 in.
Min. braking distance 50.5 ft. @ 31 mph

SC 500A

ENGINE

Type 2-stroke, Torque Induction, Single
Displacement 496 cc (30.27 cu. in.)
Bore & Stroke 3.740 x 2.756 in.
Compression ratio 7.1:1
Max. torque 37.1 ft.-lb @ 6,000 rpm
Lubrication system Autolube and Pre-mix
Starting system Primary kick starter
Ignition system C.D.I.
Transmission 4-speed gearbox

DIMENSIONS

Overall length 83.1 in.
Overall width 37.4 in.
Overall height 44.5 in.
Wheelbase 55.9 in.
Min. ground clearance 8.9 in.

FUEL TANK

Capacity 2.4 U.S. gal.

OIL TANK

Capacity 0.6 U.S. qts.

TIRES

Front 3.00-21-4 PR
Rear 4.60-18-4 PR

Specifications subject to change without notice

Someday, you'll own a Yamaha.

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