
Yamaha XS650

Sugg. retail price • \$2099
Warranty • 6 months, unlimited mileage

Engine

Type • SOHC, 2-cylinder, 4-stroke
Displacement • 653cc
Valves • 2 per cylinder
Carburetion • Mikuni BS34
Cooling • Air
Horsepower • N.A.
Torque • 39.8 ft. lbs. @ 5500 rpm

Electrical

Ignition • Transistor
Starting system • Electric, kick
Headlight, size • 40/50W sealed beam
Charging output • N.A.
Battery • 12V 14AH

Transmission And Final Drive

Type • Constant mesh
Gears • 5
Final drive • Chain

Chassis

Frame • Double-loop cradle
Suspension, front • Telescopic, pneumatic, hydraulic
rear • Two-rate spring adjustable preload
Wheels, front • Spoked, 19"
rear • Spoked, 16"
Wheelbase • 56.5"
Tires, front • 3.50 S19
rear • 130/90-16 67S
Brakes, front • Single disc
rear • Drum
Weight, wet • 483 lbs.
Seat height • 31.5"
GVWR • 935 lbs.
GAWR, front • 365 lbs.
rear • 615 lbs.
Fuel tank capacity • 3 gal.
Recommended fuel • 91 octane

Instruments

Speedometer, tachometer, trip meter, neutral indicator, oil pressure, turn signal indicator, high beam

Touring Performance

Est. top speed • 100 mph
RPM top gear at
55 mph • 3750
65 mph • 4500
Fuel consumption • 51 mpg
Fuel tank range • 153 miles

Vertical Twins

with the very light Yamaha throttle that the KZ suffered. The front disc brake was positive and predictable. The Kawasaki's brake fell short of the masterful performance of the Triumph but was better than the Yamaha. As hard as we sometimes used the KZ's brakes, they never showed signs of fading and always retained their progressive feel. The Yamaha's front disc would quickly fade and begin to feel soft when used hard. Like the Yamaha, the rear drum brake of the KZ750 was excellent. It never faded and no one had any difficulty with it; there were no complaints about being oversensitive nor was there any disappointment with its stopping power.

Switches were standard Japanese issue. They were accessible and as easy to use as any other of the test bikes. Kawasaki did not fit self-canceling turn signals to the 750; only the Yamaha was so equipped. The KZ has a sealed beam light as do the Triumph and Yamaha; however, its high beam is a full 60 watts, more than either of the other two. Its headlight was very effective on high beam and the Kawasaki was the only one that was lighted well enough for night riding on dark roads. Like the Yamaha, the KZ750 is equipped with a dual-bulb taillight and was effective. Handling was one of the Kawasaki's strong points. It was stable, light steering and confidence inspiring. The upswept pipes and tucked-in pegs and sidestand (no centerstand) gave the KZ outstanding ground clearance. Only the most rabid back-road scratcher will touch the undercarriage down. The very few riders who might scrape the KZ are among the least likely to purchase one. The bike had a neutral feel and held its heading through corners without input from the rider, yet if the rider wanted to change lines, the KZ was perfectly willing to accommodate. The KZ held the middle ground between the soft, sometimes wallowing Yamaha, and the absolutely superb handling of the Triumph.

The KZ750M1's retail price, \$2599, is a full \$500 more than the Yamaha's. This substantial difference can be accounted for in a number of ways: The Kawasaki's new design was developed when engineering costs were much greater than when Yamaha did their major work on the XS. The KZ is equipped with higher quality, more

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Kawasaki KZ750M1

Sugg. retail price • \$2599
Warranty • 6 months, unlimited mileage
Service interval • 500 miles initial, every 3000 miles thereafter

Engine

Type • DOHC, 2-cylinder, 4-stroke, air-cooled
Displacement • 745cc
Valves • 2 per cylinder
Carburetion • Mikuni BS34
Cooling • Air
Horsepower • N.A.
Torque • N.A.

Electrical

Ignition • Transistorized
Starting system • Electric and kick
Headlight, size • 12V 50/60W
Charging output • N.A.
Battery • 12V 14AH

Transmission And Final Drive

Type • Constant mesh, return shift
Gears • 5
Final drive • Chain

Chassis

Frame • Double-loop cradle, single backbone
Suspension, front • Air, hydraulic, coil spring
rear • 5-way adjustable damping
5-way adjustable rebound
Wheels, front • Spoked, 19"
rear • Spoked, 16"
Wheelbase • 58.1"
Tires, front • 3.25H-19 4pr
rear • 130/90-16 67H
Brakes, front • Single disc
rear • Drum
Weight, wet • 482 lbs.
Seat height • 30.1"
GVWR • 889 lbs.
GAWR, front • 375 lbs.
rear • 562 lbs.
Fuel tank capacity • 2.8 gals.
Recommended fuel • 91 octane

Instruments

Speedometer, tachometer, trip meter, high beam, neutral, turn signals, oil pressure

Touring Performance

Est. top speed • 115 mph
RPM top gear at
55 mph • 3950 rpm
65 mph • 4600 rpm
Fuel consumption • 47 mpg
Fuel tank range • 132 miles
