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82 yamaha vision manual

Tubeless tires and aluminum wheels

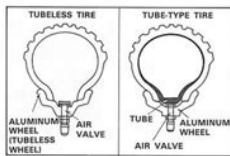
This motorcycle is equipped with aluminum wheels designed to be compatible with either tube or tubeless tires. Tubeless tires are installed as standard equipment.

WARNING:

Do not attempt to use tubeless tires on a wheel designed for use only with tube-type tires. Tire failure and personal injury may result from sudden deflation.

Tube-type wheel — Tube-type tires only
Tubeless-type wheel — Tube-type or tubeless tires

When using tube-type tires, be sure to install the proper tube.



To insure maximum performance, long service, and safe operation, note the following precautions:

1. Check tire pressure before riding; adjust as necessary.
2. Before operation, always check the tire surfaces for wear and/or damage; look for cracks, glass, nails, metal fragments, stones, etc. Correct any such hazard before riding.
3. Always inspect the aluminum wheels before a ride. Place the motorcycle on its centerstand and check for cracks, bends or warpage of the wheels. Do not attempt even small repairs to the wheel. If a wheel is deformed or cracked, it must be replaced.

4. Tires and wheels should be balanced whenever either one is changed or replaced. Failure to have a wheel assembly balanced can result in poor performance, adverse handling characteristics, and shortened tire life.

5. After installing a tire, ride conservatively to allow the tire to seat itself on the rim properly. Failure to allow proper seating may cause tire failure resulting in damage to the motorcycle and injury to the rider.

6. After repairing or replacing a tire, check to be sure the valve stem locknut is securely fastened. If not, torque it as specified.

Tightening torque:
2 Nm (0.2 m·kg, 1.4 ft·lb)

ELECTRICAL

Battery

1. The fluid level should be between the upper and lower level marks. Use only distilled water if refilling is necessary.



CAUTION:

Normal tap water contains minerals which are harmful to a battery; therefore, refill only with distilled water.

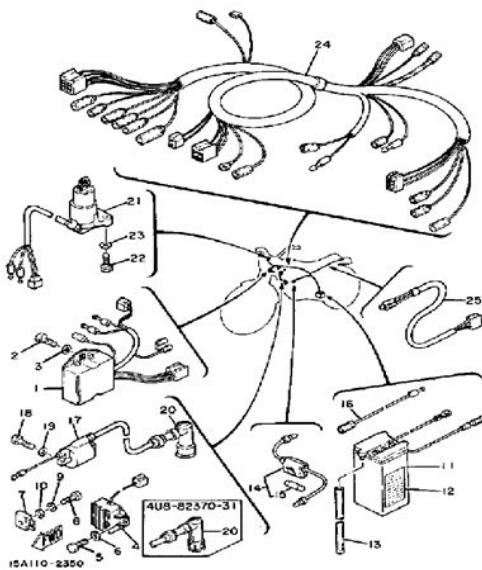
2. Always make sure the connections are correct when installing the battery. Make sure the breather pipe is properly connected, properly routed, and is not damaged or obstructed.

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Tubeless tires and aluminum wheels

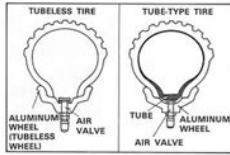
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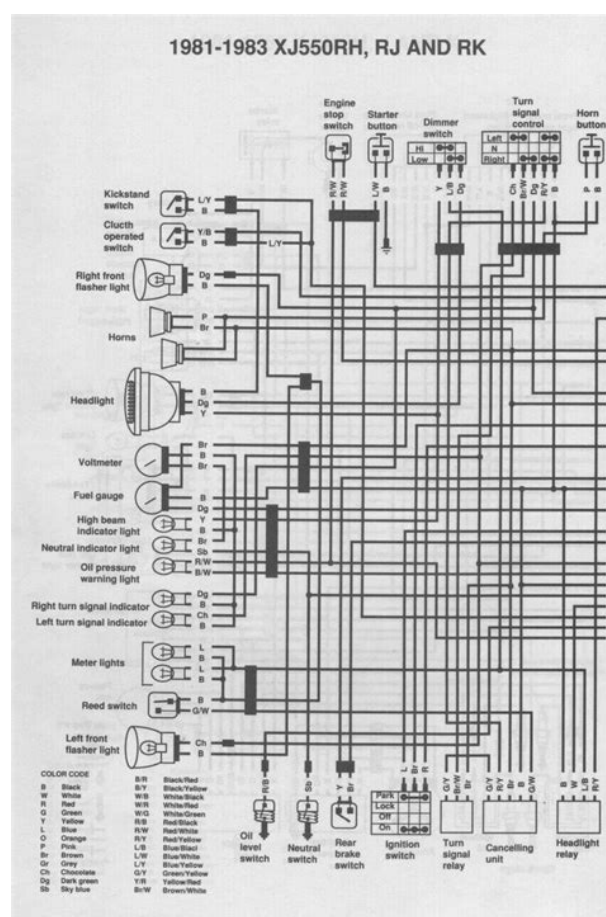
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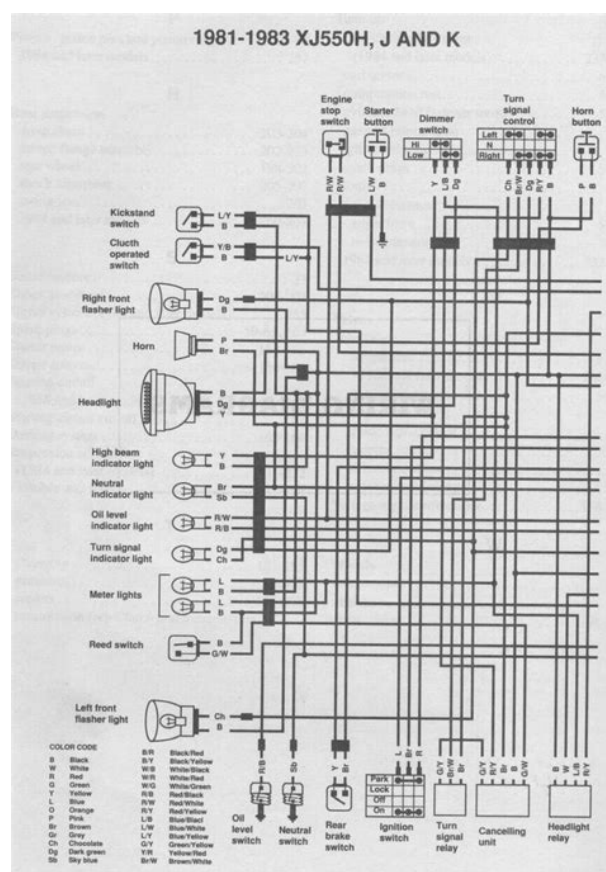


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the bike was reinvented as a sporttouring bike in 1983 that sales picked up, although not enough to see the bike surviving.

The problem, it seemed, wasn't a Yamaha development problem at all, but was actually a lean spot, just off idle, caused by what appeared to be residual casting sand that filled the off-idle bleed holes at the throttle butterfly plate in the Weber-style Mikuni carb. That information was immediately relayed to Yamaha U.S., where it was relayed to Japan and verified. The front suspension was described as too soft, the rear, even with an adjustable shock, difficult to dial in. It has a tendency to lose a three-bolt fastening in the starter clutch mechanism. The fairing was an option in '82, and that proved to be the bike's downfall, along with being pricier than the other twins of similar size on the market then. But not having the beautiful fairing available at the outset proved the '82 undoing. It was just too unattractive without the fairing. This point came home when all 1000 1983 models sold out immediately with the nonoptional black fairing. The motorcycling public knew a good thing when they saw it, while the marketers did not. A nonoptional full fairing, with adjustable hot and cold air vents, effectively shielded the rider. With the improved carburetor and minor internal adjustments, the engine's strengths became apparent: it had enormous torque at all revs, and would pull from idle in top gear. Despite the 10,000 R.P.M. redline, the oversquare bore and short stroke kept the piston speed low, with the result that the engine always sounded relaxed, even at peak revs. Unfortunately, so too was the cost. The motorcycling boom of the Seventies was already receding before the XZ550 hit the showroom floors, and rival motorcycle companies offered cheaper motorcycles without the quirks. The model was discontinued from sale in the U.S. in 1983, though it maintains cult status online. Marketed as XZ550R Marketed as XZ550D Marketed as XZ400D. As well as the full fairing, a smaller sport fairing was available, and offered as a purchase incentive for unfaired variants.

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It was sold in full faired, half faired and naked versions. The XZ400 was sold into non-U.S. markets including Europe, Japan, Australia and New Zealand. The most obvious differences other than engine capacity were slotted disc brake rotors, and a strap on the seat. Most parts are interchangeable, although the 400 had a different bore and stroke, valve sizes making engine part swaps difficult. These are relatively easily swapped between models, allowing riders to select between lower-revving touring style riding, and faster acceleration. Different cam and jetting and minor changes for the carburetors different number butterfly valves that can not be exchanged. California, USA Haynes Publications, Inc. By using this site, you agree to the Terms of Use and Privacy Policy. Something went wrong. This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods. Learn more opens in a new window or tab If you don't follow our item condition policy for returns, you may not receive a full refund. Refunds by law In Australia, consumers have a legal right to obtain a refund from a business if the goods purchased are faulty, not fit for purpose or don't match the seller's description. More information at returns. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Australia Every Manual is based on a complete stripdown of the bike. Our authors and technicians work out the best methods to do a job and present this with the home mechanic in mind.

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