

1981 Yamaha Maxim 550 Service Manual

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Make Model: Yamaha XJ 550J Maxim: Year: 1982: Engine: Four stroke, transverse four cylinder. DOHC, 2 valves per cylinder. Capacity: 528 cc / 32.2 cu-in

Yamaha XJ550 Maxim - Motorcycle Specifications

got the basic template for the seat pan. it will not sit on the frame, i will weld brackets to lift it about half of an inch. i will fiber glass it, makes it easier to get a nice transition to the tank. i think i will add a small hump in the back for a better flow of the lines. but it will most likely be shaped out of seat foam

81 xj550 project | XJBikes - Yamaha XJ Motorcycle Forum

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1981 Yamaha XJ 550 Maxim Ignition Coil Set. The Ignition Coils generate the high voltage required to fire the spark plug. Depending on the bike, the coils may be integrated with the spark plug boot (coil sticks), or they may be remotely mounted and transmit the spark to the plug through a spark plug wire and boot.

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1981 Yamaha XJ550 Maxim values and more. The Hagerty motorcycle valuation tool® is designed to help you learn how to value your 1981 Yamaha XJ550 Maxim and assess the current state of the classic motorcycle market.

1981 Yamaha XJ550 Maxim Values | Hagerty Valuation Tool®

1981 Yamaha Seca 550 original paint , red and white ,, runs great , the tires have 50 % life , i have the original pipes -- cafe raicer yamaha seca trassmion 6 speed , this SECA has a clear title california title Email with your questions, I'll answer them within 24 hours. Trim seca

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The first XJ was the 650, launched in 1980, with the 550 joining it a year later. More than just a 650 on a diet, the Yamaha XJ550 Seca was essentially all new. Unlike the 650, which used gears for primary drive, the Seca 550 crankshaft drove a hydraulically tensioned Hy-Vo chain to a jackshaft carrying the clutch and alternator.

The Yamaha XJ550 Seca - Classic Japanese Motorcycles ...

1981 Yamaha XJ550 Maxim 550 Motorcycle. Select trade-in or suggested retail value

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Service Manual. The Yamaha XJ550 was a in-line four, four-stroke Naked motorcycle produced by Yamaha between 1981 and 1984. It could reach a top speed of 109 mph (176 km/h). Max torque was 30.98 ft/lbs (42.0 Nm) @ 7500 RPM. Claimed horsepower was 48.95 HP (36.5 KW) @ 9000 RPM.

Yamaha XJ550 - CycleChaos

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Yamaha XJ550 Maxim XJ 550 Exploded View Parts List Diagram Schematics [HERE](#). Yamaha XJ550 Maxim XJ 550 Owners Maintenance Instruction Manual [HERE](#). ... Yamaha XS850 XS 850 Workshop Service Repair Manual 1980 1981 [HERE](#). Yamaha XS1100 XS11 XS 1100 Exploded View Parts List Diagram Schematics [HERE](#).

Yamaha Motorcycle Manuals - Classic

1982 Yamaha XJ550 Maxim, 563-359-7222 The Yamaha XJ550 Maxim is a mid-size motorcycle by Yamaha introduced in 1980 as the Maxim and produced thru 1983, {This one is a 1982}. Yamaha designed the high-performance XJ550 as a four-cylinder with chain drive, and built it specifically as a special cruiser.

With a Haynes manual, you can do-it-yourself...from simple maintenance to basic repairs. Haynes writes every book based on a complete teardown of the vehicle, where we learn the best ways to do a job and that makes it quicker, easier and cheaper for you. Haynes books have clear instructions and hundreds of photographs that show each step. Whether you are a beginner or a pro, you can save big with a Haynes manual! This manual features complete coverage for your Yamaha XJ900F Fours, covering: Routine maintenance Tune-up procedures Engine repair Cooling and heating Air conditioning Fuel and exhaust Emissions control Ignition Brakes Suspension and steering Electrical systems, and Wiring diagrams The manual covers model XJ900F with an 853cc engine built from 1983-84 and with an 891cc engine built from 1985-94.

PW50 (1981-1983; 1985-1987; 1990-2002), PW80 (1983; 1985; 1991-2002), BW80 (1986-1988; 1990)

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Maxim US 1981; XJ650R Seca US 1982; XJ750 UK 1981-1984; XJ750 Maxim US 1982-1983; XJ750M Midnight Maxim US 1983; and XJ750R Seca US 1981-1983.

Suspension is probably the most misunderstood aspect of motorcycle performance. This book, by America's premier suspension specialist, makes the art and science of suspension tuning accessible to professional and backyard motorcycle mechanics alike. Based on Paul Thede's wildly popular Race Tech Suspension Seminars, this step-by-step guide shows anyone how to make their bike, or their kid's, handle like a pro's. Thede gives a clear account of the three forces of suspension that you must understand to make accurate assessments of your suspension's condition. He outlines testing procedures that will help you gauge how well you're improving your suspension, along with your riding. And, if you're inclined to perfect your bike's handling, he even explains the black art of chassis geometry. Finally, step-by-step photos of suspension disassembly and assembly help you rebuild your forks and shocks for optimum performance. The book even provides detailed troubleshooting guides for dirt, street, and supermoto--promising a solution to virtually any handling problem.

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