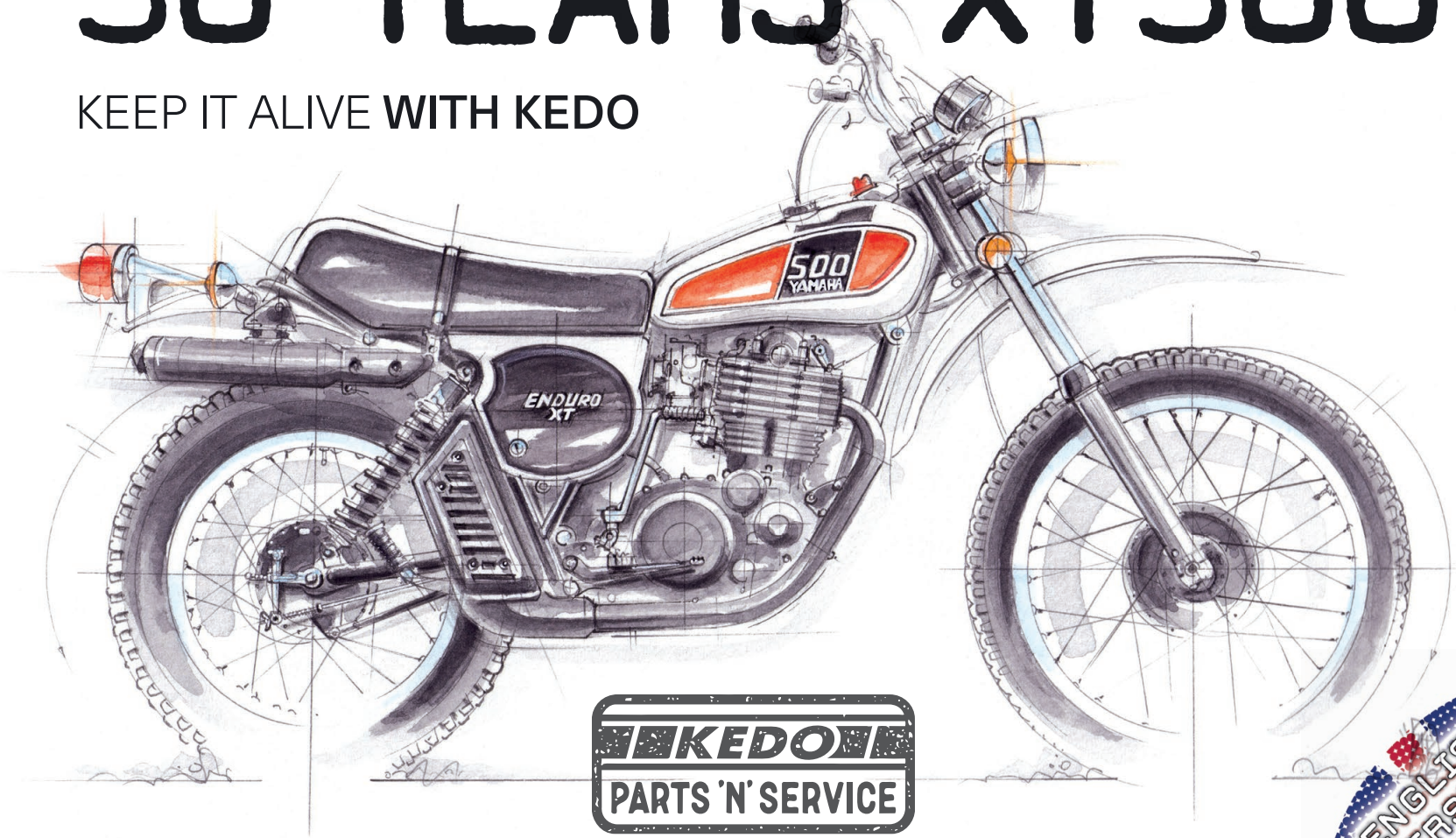
50 YEARS XT500

KEEP IT ALIVE **WITH KEDO**



KEDO
PARTS 'N' SERVICE

ENGLISH VERSION



Half a century half a litre

We are delighted to present our 50 Years of the XT500 catalogue - a special source of inspiration for a truly special motorcycle.

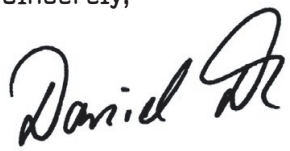
Across 256 pages, we showcase everything your heart desires. But is that really all? No! In many cases, making a decision requires more detailed information than can be reasonably presented here. Additional information, instructions, tips, supplementary articles, and more can always be found on our website, including our online store, and on our YouTube channel. We also share updates on social media and through our email newsletter. Just scan the corresponding QR code - that's how we blend the classic with the modern.

Speaking of classic: We have real people answering our phones - motorcycle enthusiasts just like you - who can tell you exactly what you want to know.

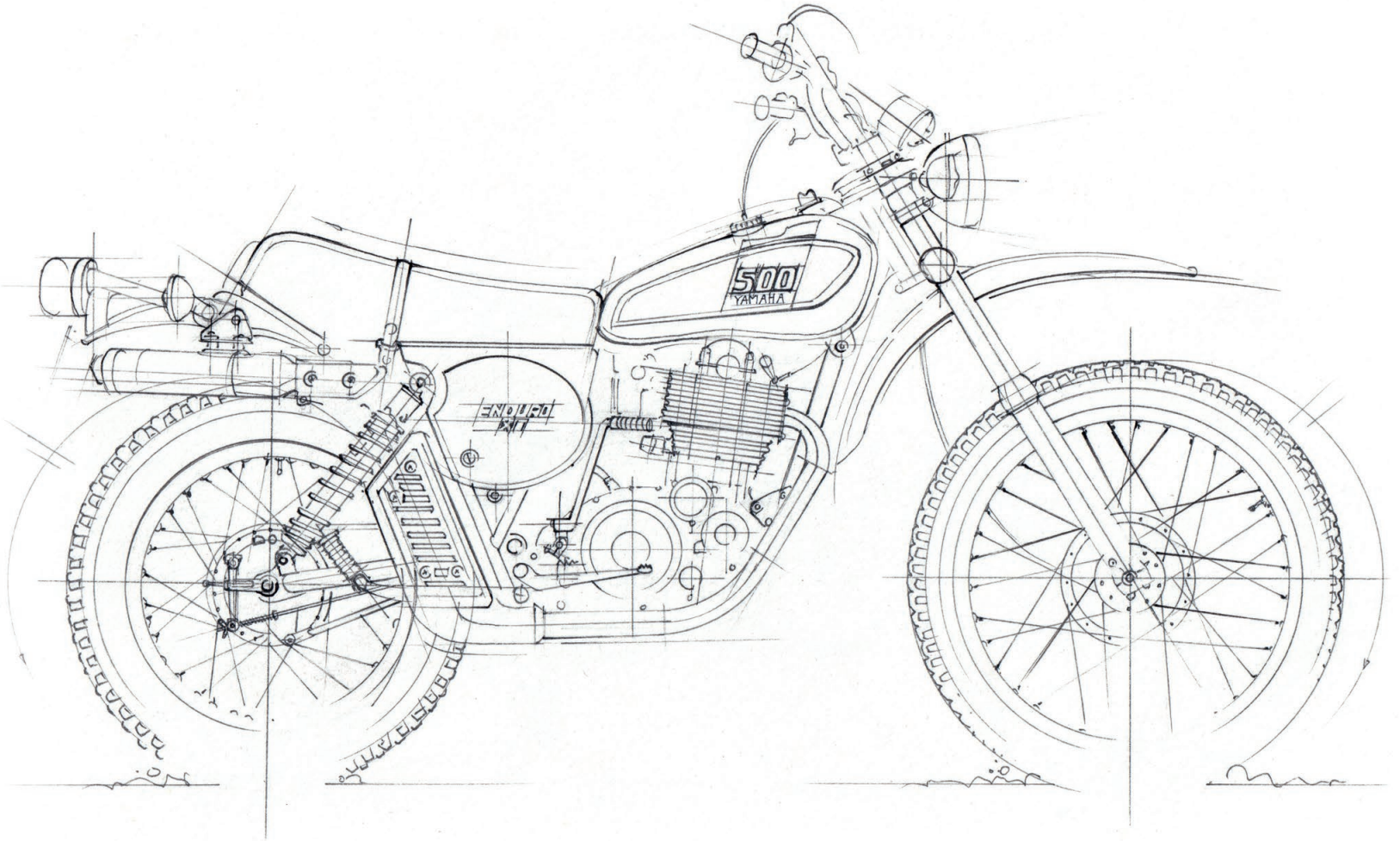
If you have questions that aren't answered here in the catalogue or on our website, feel free to give us a call or send us an email - we're sure to have the right answer for you!

We hope you enjoy browsing and discovering our products - and we wish you many safe and enjoyable rides!

Sincerely,



Co-founders of KEDO GmbH


500
YAMAHA
ENDURO



The History of the XT500

1976 Yamaha conceived the XT as an off-road redefinition of the large-displacement four-stroke single-cylinder engine. Initially in the form of the TT500 off-road sports model for the U.S.

Tested on countless long-distance trips and, following its media-savvy and successful debut at the first Dakar Rally, it became extremely popular and achieved cult status. The XT500 sparked the four-stroke enduro wave, which all major manufacturers eventually joined.

Thanks to its simple and reliable design, the XT500 outlasted several generations of its successors and competitors and was produced by Yamaha until 1989.

Numerous technical changes were implemented as early as its second year of production. The general advancement of motorcycle technology did not stop at the XT's minimalist design. In 1977, off-road capability was improved with increased suspension travel and a raised exhaust system. A large and sturdy aluminium engine guard was installed. The indicators, which had previously been rigidly mounted, were now mounted on rubber mounts. The carburetor was optimized.

The kick-start indicator on the cylinder head was also introduced, making the dreaded kick-start process easier. Until 1979, only a few details were changed. The fuel tank design, the construction of the triple clamps, and a wider front wheel rim were introduced.

The changes Yamaha introduced starting with the 1980 model year were much more extensive. The frame and fork were modernised. Starting in 1980, the front wheel axle was positioned in front of the steerer tube. The fuel tank was no longer made of sheet steel but of aluminium; starting in 1981, it was even available in a polished and partially painted version. The shape of the tank was altered due to the new triple clamp design, and with it, the seat. With gold-anodised rims and a silver tank, the XT500 was born – the very model that became THE XT500 for many fans. Registration numbers skyrocketed in 1982. Its appearance in the

1981 James Bond film alone made the XT extremely popular, aside from its successes in rally racing and the many adventure trips.

The last major technical change was the introduction of the 12 V electrical system in 1986.

Production was discontinued at Yamaha in 1989. For six years leading up to that point, XT fans continued to choose the iconic XT500 despite in-house alternatives featuring 600 cc engines, four valves, and modernised chassis.

The final XT500S models were launched as a farewell edition, featuring eye-catching styling and plenty of chrome. Today, they are rare and sought-after collector's items.



THE KEDO **STORY**



KEDO GmbH in Hamburg was founded in 1992 and offers nearly every available part for the XT500. The founders, Erik Kerger and Daniel Doritz, began early on to source the spare parts that were urgently needed at the time from all over the world and to manufacture them themselves.

The KEDO web shop was one of the first of its kind. The young company's first employees were also part of the XT500 scene and followed their calling to provide replacement and tuning parts.

Today, KEDO is the leading supplier of parts for the XT500 and SR500 in Europe. We work on our product range daily and ship worldwide. Our workshop offers first-class service.



Technical Specs

- Single-cylinder, four-stroke, air-cooled
- Displacement: 499 cc
- Power: 27/33 hp at 5,900 rpm
- Torque: 34.4 Nm at 4,500 rpm
- Top speed: 135 km/h
- Drive: 520-pitch chain, 100 links, gear ratio 16/42
- Brakes: Simplex semi-hub drum brakes, front 160 mm, rear 150 mm
- Wheelbase: 1,420 mm
- Tyre sizes: front 3.25-21, rear 4.00-18
- Kerb weight: 140 kg
- Fuel tank capacity: 9 litres

Registration Data

A total **of**

127,446 units

were sold worldwide. Over **25,000 of these were sold in Germany alone.**

As of 1 January 2025, according to KBA data, 4,122 units are still registered – that corresponds to about 16%.

Yamaha generated an estimated 663,860,000 DM in revenue from XT500 sales worldwide from 1976 to 1990. This is based on an assumed price of 5,052 DM.

Specialties

Off-road enthusiasts discovered the XT500's potential very early on, leading to the engine being mounted in custom frames for motocross and flat track racing. The pioneers were the Swedes Torsten Hallman and Sten Lundin, who built the HL500 using a Husqvarna frame and Yamaha parts and, with their rider Bengt Aberg, won the Grand Prix in Luxembourg in 1977. This marked the return of the four-stroke engine to motocross after many years of two-stroke dominance.

Other names of daring designers include, for example: Eric Cheney and Robin Rhind-Tutt with Wasp in England, Harry Hindall and Dick Mann in the USA, Bari-



go in France, and Willi Heitmann with Heos in Germany. All visionaries who mounted the promising XT500 engine in lightweight, handcrafted frames.

In competition, the desire for more power was immediate, and as early as 1977, the first tuning kits appeared in trade magazines. Nothing was left untouched. The potential of the engines was to be further exploited. Power and reliability were the goals. Piston kits, tuning camshafts, as well as alternative carburettors and exhaust systems were the tools for the job. Resourceful mechanics competed against one another. The combination of racing and touring on single-cylinder four-stroke bikes gave rise to a scene that continues to this day.

The XT500 is still being sent out onto the track and the dirt. KEDO is part of this. We offer the necessary parts and share our knowledge.

Service

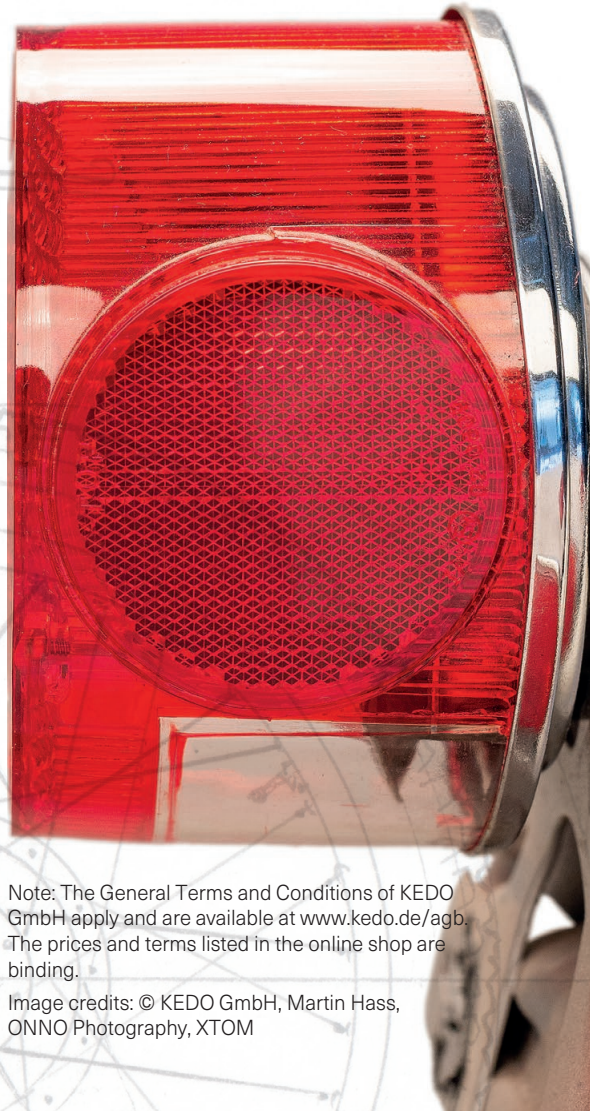
KEDO stands for comprehensive service and personal advice you can rely on. We provide expert support on all technical matters and our products – with the goal of helping you avoid making the wrong purchase. Our experience is rooted in decades of working with and riding the 500s. Countless restorations and conversions, as well as close communication with our customers, form the foundation of our extensive expertise. In addition to continuous product development, we place great value on personal customer service – fast, reliable, and easily accessible via email and phone.

You can reach us by phone Monday through Friday from 10 a.m. to 5 p.m. at:

00 49 (0)40 40170200

and 24/7 at the following email address:

info@kedo.com

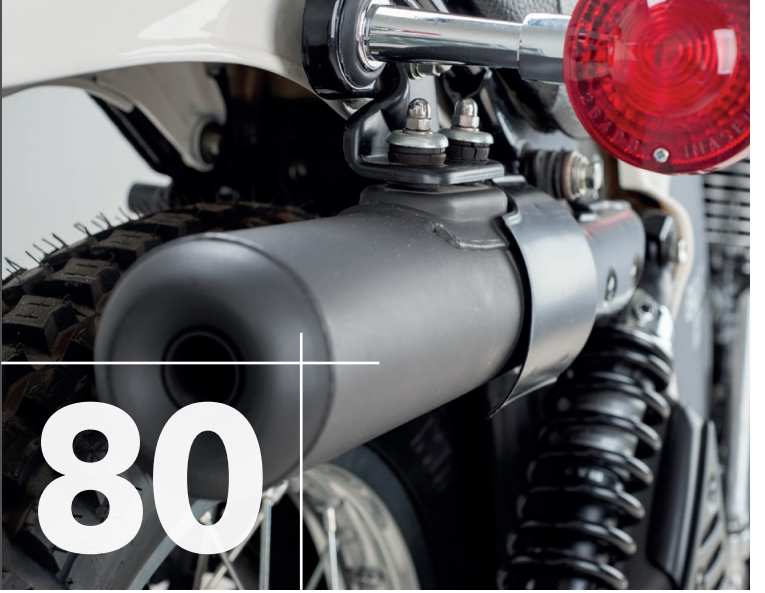


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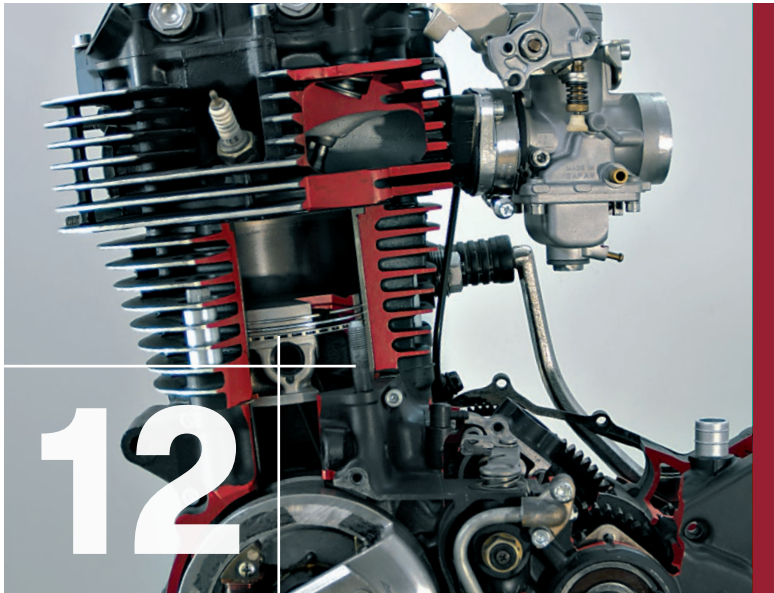
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EXHAUST 80



ELECTRICAL 216



ENGINE 12





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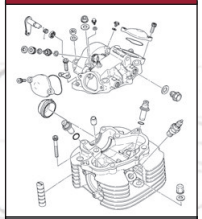
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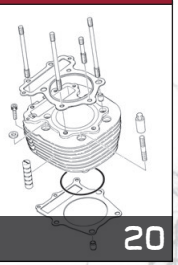
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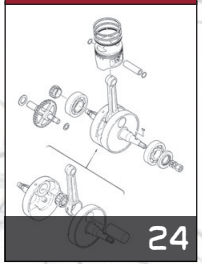
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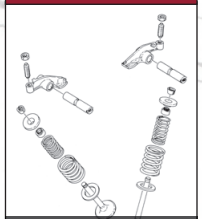
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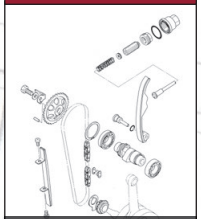
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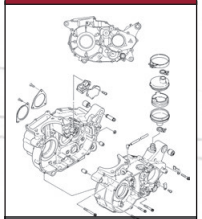
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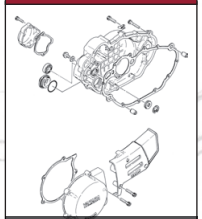
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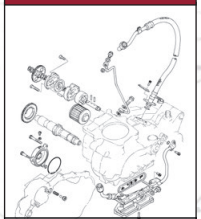
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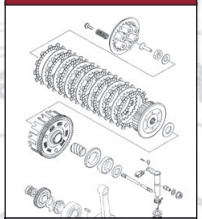
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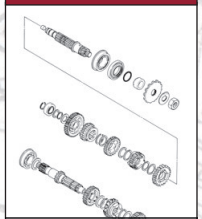
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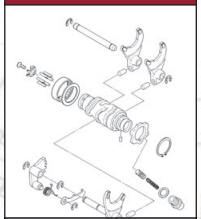
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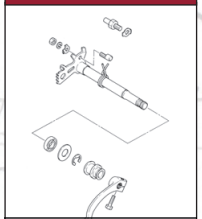
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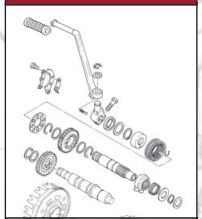
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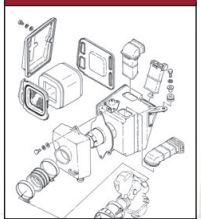
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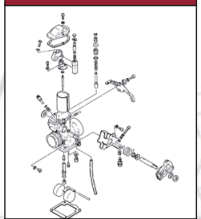
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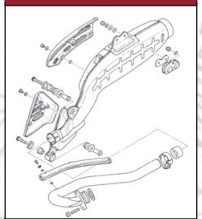
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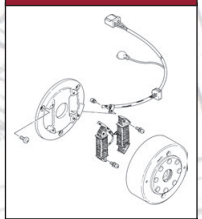
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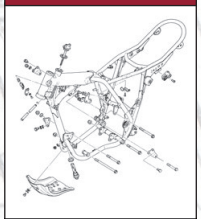
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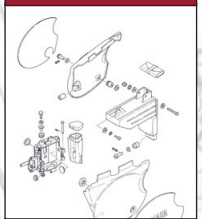
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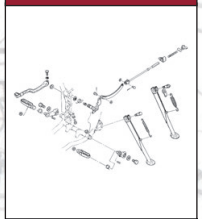
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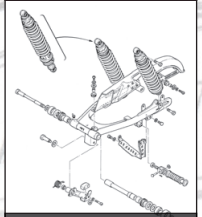
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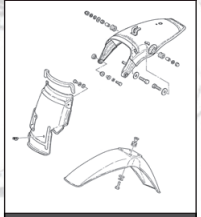
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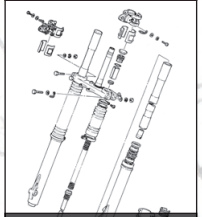
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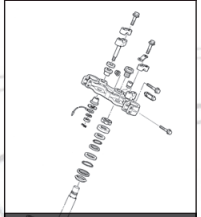
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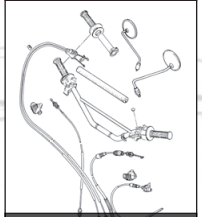
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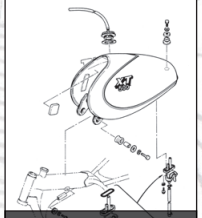
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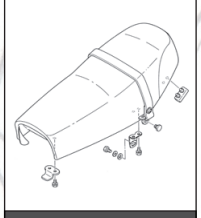
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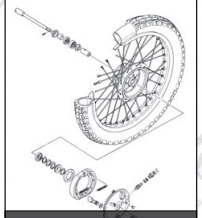
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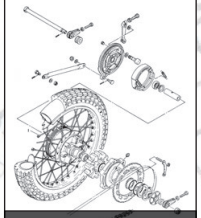
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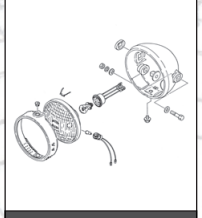
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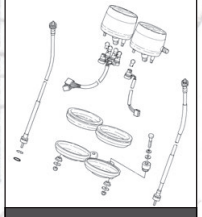
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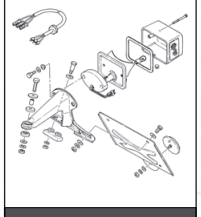
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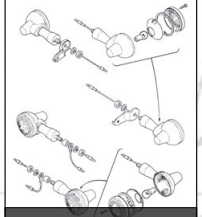
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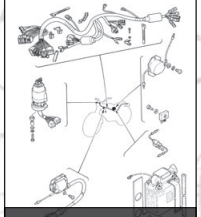
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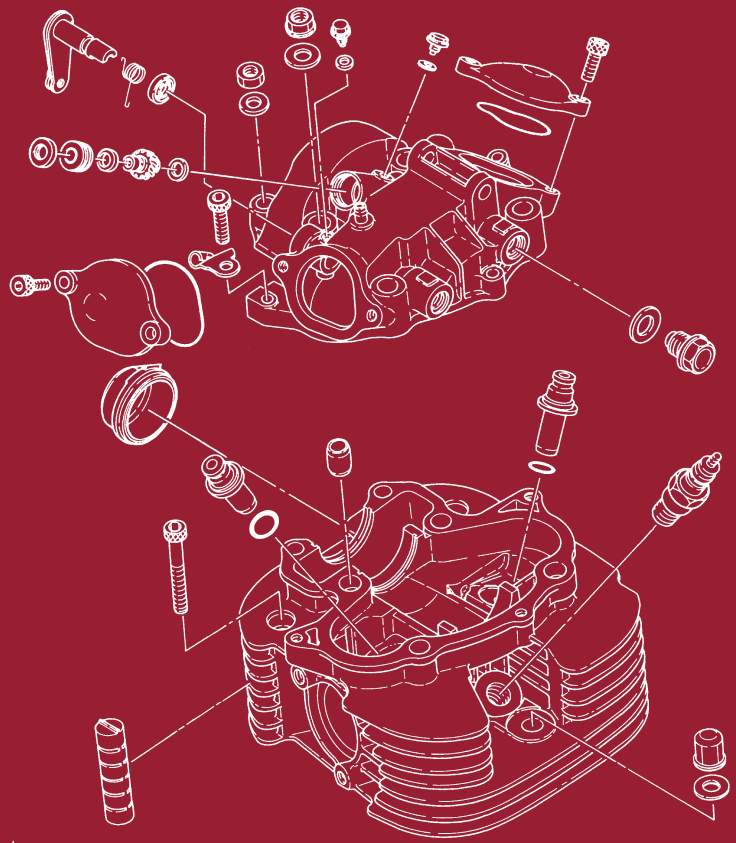
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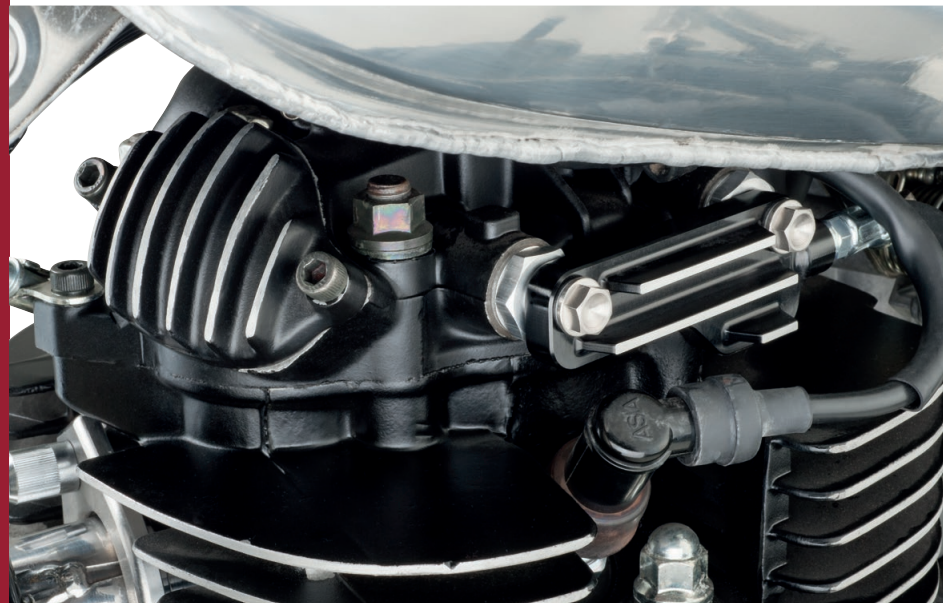
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Shift Shaft & Shift Lever 62
Side Covers & Toolbox 100
Speedometer & Tachometer 198
Stand & Footrest 110
Steering 142
Swing Arms & Shock Absorbers 118
Taillight 202
Transmission 58
Travel 246
Tuning 234
Valves & Rocker Arms 28

CYLINDER HEAD

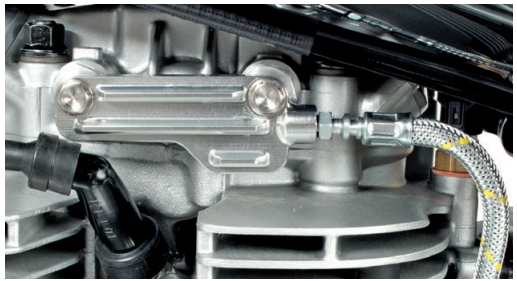


KEDO DIRECT LUBRICATION "VINTAGE" MODEL

- Striking yet understated – that's our Vintage direct lubrication.
- The CNC-milled cooling fins visually blend with the cylinder head, allowing both to merge harmoniously into a single unit
- Both valves are supplied with fresh oil equally; the cooling fins also provide a slight cooling effect
- Available with either black fabric-wrapped or silver steel braided hose; each comes ready to install, complete with all necessary mounting parts and easy-to-follow installation instructions
- Fits all TT500 and XT500 models

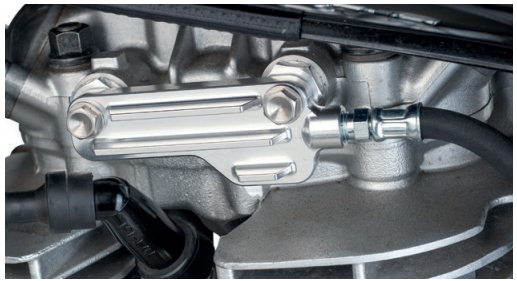


"VINTAGE-CLASSIC" VERSION



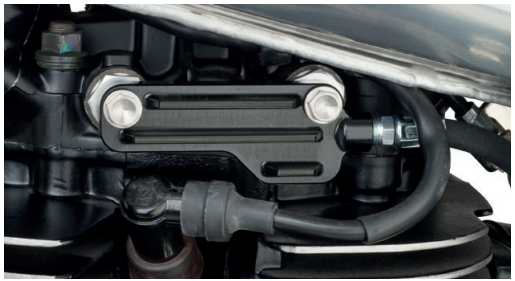
Model	Item No.
with silver steel braided hose and silver anodised aluminium manifold	92105

"VINTAGE" VERSION



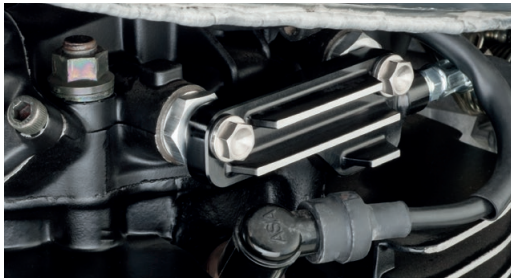
Version	Item No.
with black textile hose and silver anodised aluminium manifold	92110

"VINTAGE-BLACKLINE" MODEL



Model	Item No.
with black fabric hose and black anodised aluminium manifold	92108

"VINTAGE XT" VARIANT

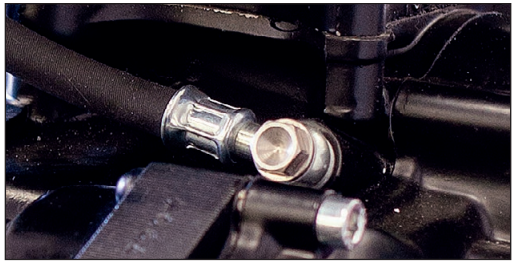


Version	Item No.
with black fabric hose and black anodised aluminium manifold with bare cooling fins in XT cylinder design	92117

KEDO HOLLOW SCREW ENGINE BLOCK M8 x 1.25

- Special stainless steel hollow screw for connecting the direct lubrication system at the bottom of the engine block, with the same appearance as our hollow screws on the cylinder head

Designation	Item No.
Hollow screw, engine block	92051



Individual and Replacement Parts	Item No.
Service kit including 2 hollow screws and 9 aluminium sealing washers	92006
KEDO hollow screw, single, stainless steel (M8×1), for aluminium cylinder head adapter – see next line	92052
KEDO aluminium cylinder head adapter, 1 pc.	90105
Aluminium sealing washer for hollow screw, 1 pc.	94027
Aluminium gasket for cylinder head adapter (14×20 mm), 1 piece	90027



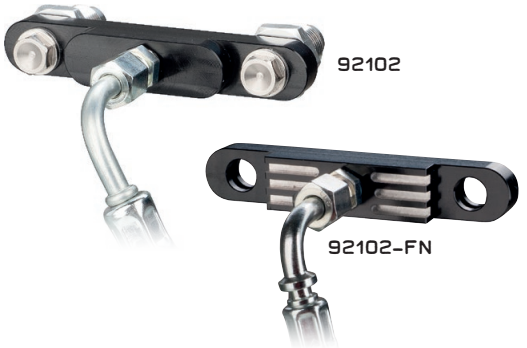
KEDO DIRECT LUBRICATION

- Direct oil supply to both rocker arms and valves, resulting in reduced wear and improved cooling of the entire valve train
- Lower operating temperature results in reduced valve clearance, leading to quieter engine operation (less valve chatter) and extended valve adjustment intervals
- High-temperature-resistant, flexible oil line with adjustable fittings for direct supply to intake and exhaust valves, available either with black fabric-wrapped hose or steel braided hose (silver). Delivered ready for installation, complete with all necessary mounting parts and easy-to-follow installation instructions

"BLACKLINE" MODEL

- Features a CNC-machined aluminium manifold with rounded edges, black anodised and a special black fabric hose

Version	Item No.
BlackLine	**92102**
Classic BlackLine	**92102-FN**



"CLASSIC" MODEL

- Features a CNC-machined aluminium manifold with harmoniously rounded edges, silver anodised

Version	Item No.
with silver steel braided hose	**92001**
Same as 92001, 1990s look	**92001RE**



"RACELINE" MODEL

- Stripped down to the essentials, exceptionally simple, and highly functional
- Fits all tank shapes and types

Version	Item No.
with black special fabric hose	92101
with silver steel braided hose	92050



92050



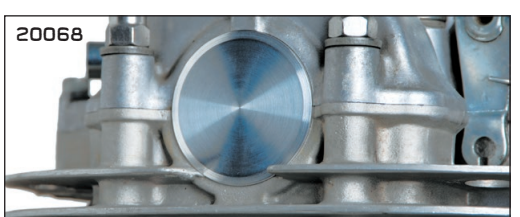
92101

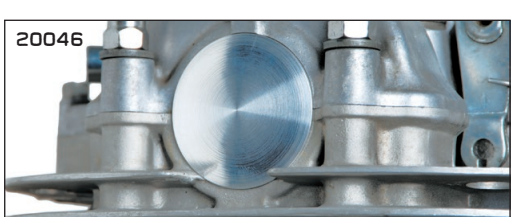


OT BLIND DISC SET

- One kick only – who needs a kick indicator?
- Blind washer with a circumferential sealing groove for the included O-ring, making it easy to install and completely oil-tight
- Includes special U-washer for camshaft indexing – replaces the kick indicator

Version	Item No.
Techno – flat outer side with a chamfered edge, protrudes slightly and has a particularly technical look	20068
Classic – domed outer side for a visually perfect finish; particularly simple and understated design	20046





OT BLIND DISC SET WITH COOLING FINS

- Optical "extension" of the cooling fins, CNC-machined from aluminium, silver or black anodised
- Complete set including O-ring and special U-washer for camshaft indexing – replaces the kick indicator

Version	Item No.
silver	20074
black	20074B





OT SIGHT GLASS REPLACEMENT PARTS

- The iconic sight glass often leaks, but thanks to our replacement parts, it can now be conveniently repaired from the outside without having to go through the trouble of opening the engine and replacing the entire sight glass

Description	Item No.
Repair screw-in bushing for OT sight glass	11083
Replacement OT sight glass	11086
Gasket for OT sight glass	11041
OT sight glass tool for removing the sight glass bushing	41870LT



11041 11086 11083

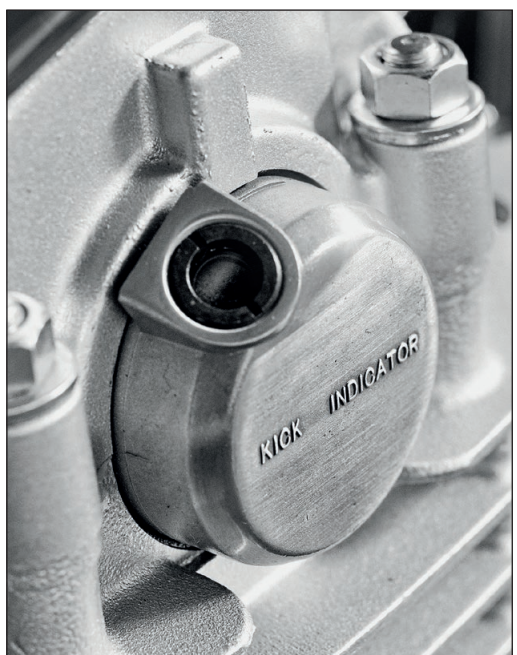


41870LT

OT SIGHT GLASS

- If repair is no longer possible, the sight glass is still available as a polished and clear-coated original replacement part; unfortunately, the black version is no longer available

Description	Item No.
OT sight glass	11009



VALVE COVERS

- ViRace – our classic engine covers with cooling fins not only offer a harmonious vintage look, but also better heat dissipation and a perfect fit
- As an original part, available only in polished and clear-coated finishes; the black version is unfortunately no longer available

Description	Item No.
ViRace valve cover, black	50272S
OEM valve cap, clear-coated	11018
O-ring for valve cover	11011
M6 hex socket screw	0912060208



50272S



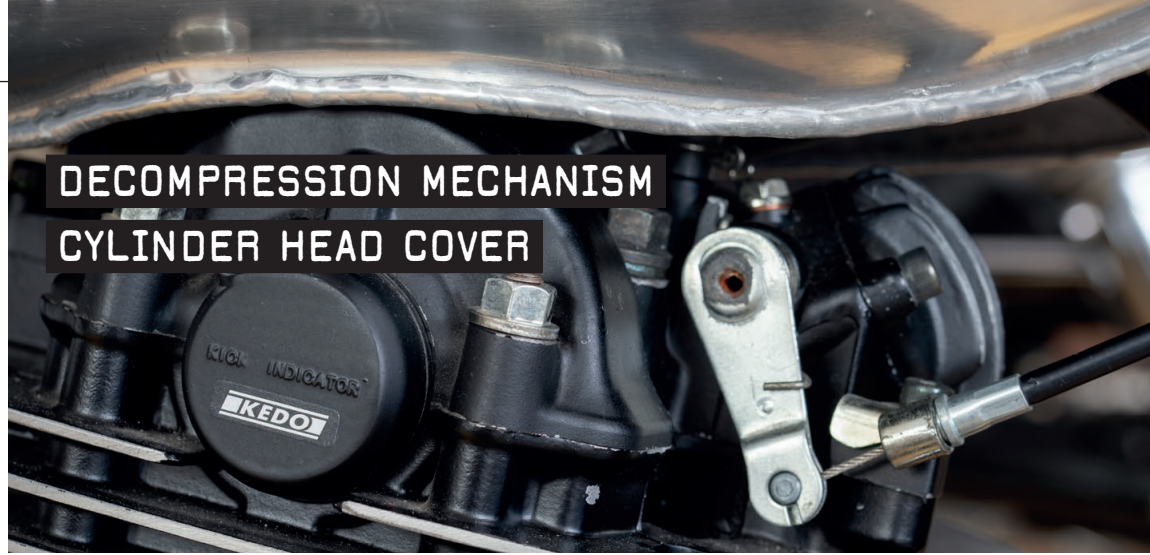
11018

RPM GAUGE PLUG

- Installed in place of the tachometer shaft
- Reliably seals the connection on the cylinder head; necessary when converting to an electrical tachometer tap or removing the tachometer (see item no. 41311)
- Ideal, for example, in combination with our conversion to a Daytona speedometer with indicator lights
- With threaded hole for installation/removal
- Made of high-quality aluminium
- Oil-, water-, and dust-tight thanks to O-ring
- Fits all TT500 and XT500 models

Description	Item No.
Tachometer Plug	40537





DECOMPRESSION MECHANISM
CYLINDER HEAD COVER

DECOMPRESSION CONTROL

Description	Item No.
Decompression Cable Guide	27609



CYLINDER HEAD RELEASE LEVER

Description	Item No.
Cylinder head release lever	22320
Spring for release lever	10088
Shaft seal for release lever	27598



ENGINE HEX HEAD SCREW SETS

- Our 10-piece screw set includes all M6 hex socket screws for securing the cylinder, cylinder head, head cover, and slide rail
- Grade 8.8, plain (silver) or black zinc-plated

Description	Color	Item No.
Engine Screw Set	silver	42015
	black	42015S



TACHOMETER DRIVE

Description	Item No.
Shaft seal	11032
Bushing	22312
Lock washer, 2× required	29223
Worm gear drive	27606
O-ring for tachometer shaft	30002
Tachometer shaft clip	30003



27606

SLEEVE

- Required in many places in the engine

Model	Item No.
12 mm diameter, 16 mm long (installed twice each between the crankcase halves and the clutch cover/engine housing)	27734
14 mm diameter, 16 mm long (installed twice each between cylinder head/cylinder and cylinder/engine housing)	27011



VALVE GUIDES

▶ See the chapter “Valves & Rocker Arms” on page 32

SPARK PLUGS

▶ See the chapter "Electrical System" on page 222

ABSORBER RUBBER

▶ See the chapter "Cylinder" on page 22

CYLINDER HEAD SERVICES

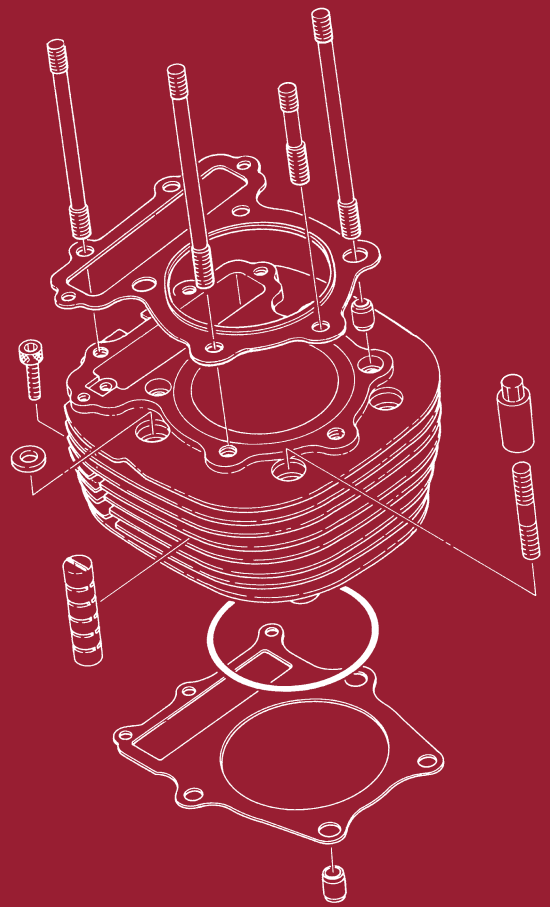
- Professional execution using state-of-the-art machinery and with the utmost care
- Valve seat milling is performed using the “three-angle” method (30°, 45°, and 60°) – therefore, the usual valve grinding can be omitted
- Processing time: approximately 30 business days

Description	Item No.
Flattening of sealing surface, per surface	DL10
Valve seat 3-angle milling, per seat	DL12
Valve assembly, per piece	DL93
Glass bead blasting of used valve, per piece	DL28
Corrective grinding of used valve, per piece	DL32
Replace bronze valve guide, including valve seat milling, per piece ❶	DL29
Glass bead blasting of combustion chamber and passages	DL33
Removing camshaft bearings, 1 piece	DL102
Diagnosis of engine components in disassembled condition (charged at cost)	DL104

❶ ***Valve guides and cylinder head must always be matched to each other; after replacing the valve guide, the valve seat is always re-milled***



CYLINDER



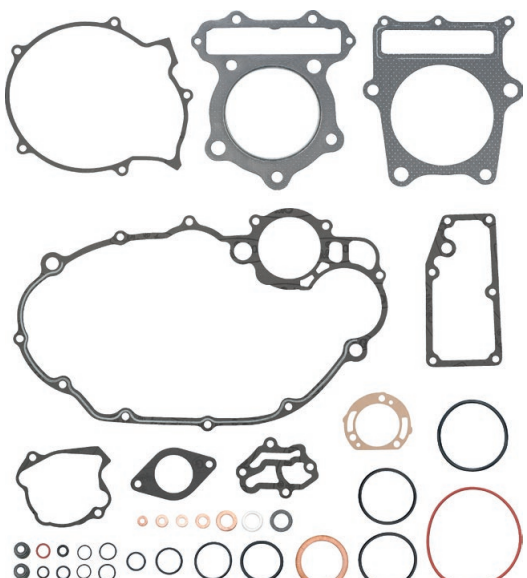


INFORMATION ABOUT OUR ENGINE GASKET SETS

Thanks to state-of-the-art manufacturing technology and high-quality materials, our gasket sets are in no way inferior to the original parts in terms of quality and fit, ensuring a reliable seal.

The following components are included:

- ✓ Cylinder head and base gaskets in original material thickness for proper compression
- ✓ All other flat gaskets, including the oil pump
- ✓ Valve stem seals
- ✓ O-rings for valve and engine covers as well as the cylinder base
- ✓ Manifold gasket and various sealing washers



COMPLETE ENGINE GASKET SET

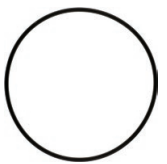
- The side cover gasket is additionally coated with sealant in high-stress areas. All gaskets meet the strict original specifications
- Premium-quality KEDO design, including the molded rubber gasket between the housing halves

Model	Item No.
TT500 & XT500 all	91030

All components of the gasket set are also available separately

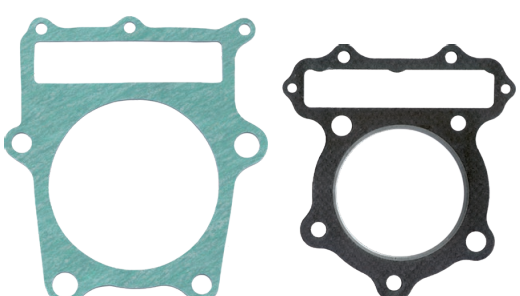
O-RING CYLINDER BASE

Model	Item No.
TT500 & XT500 all	11012



CYLINDER HEAD GASKET & CYLINDER BASE GASKET

Model	Cylinder Head Item No.	Cylinder base Item No.
TT500, XT500	91126	91127



KEDO CYLINDER SLEEVE NUT

- Extra-reinforced stainless steel version, as the original aluminium nuts often cause problems; we have the matching spacer manufactured from high-performance steel

Designation	Item No.
Sleeve Nut Set, Stainless Steel	30912

additional or alternative:

Description	Item No.
Original sleeve nut (aluminium), 1 piece	11026
Spacer Washer for Sleeve Nut, 1 piece	27839



30912

NOTE: After many years, the original aluminium sleeve nuts often become corroded, crack open, and, in extreme cases, damage the cooling fins. Removing the cylinder then requires considerable effort.

CYLINDRICAL RUBBER ABSORBER

- Simply clamp them between the cooling fins to reduce noise emissions; highly heat-resistant
- Fits cylinders and cylinder heads; a total of four spacers are required

Description	Item No.
Absorber rubber cylinder	22391



KEDO YouTube Channel: Installation and positioning of the rubber absorbers



RUBBER-BUDDY

- The tool for scratch-free installation and removal of rubber dampers (item no. 22391) between the cylinder cooling fins

Description	Item No.
Rubber-Buddy Tool	31040





CYLINDER STUD

Designation	Qty.	Item No.
Studs for front & rear timing chain shaft, M8 (143 mm), 1 piece	2	27441
Stud, center left, M10 (68 mm)	1	28408
Stud bolts, front right & left, M10 (163 mm), 1 piece	2	22307
Stud bolts, rear right & left, M10 (173 mm), 1 piece	2	28361
Steering chain shaft nut (chrome-plated), M8×1.25	2	10044
Cylinder head nut, M10×1.25	4	28418
Cylinder (head) washer (for nut Item No. 28418)	5	27317
Cap nut, cylinder head (left in direction of travel), M10×1.25	1	28655
Cylinder base screw, right (galvanized), M6 (30 mm), quantity: 3		0912060308



CYLINDER LINER, STANDARD SIZE 87.00 MM

- Unmachined; must be bored to the correct size in all cases; see item DL13!

Model	Item No.
TT500, XT500	50238



ADAPTER SLEEVE

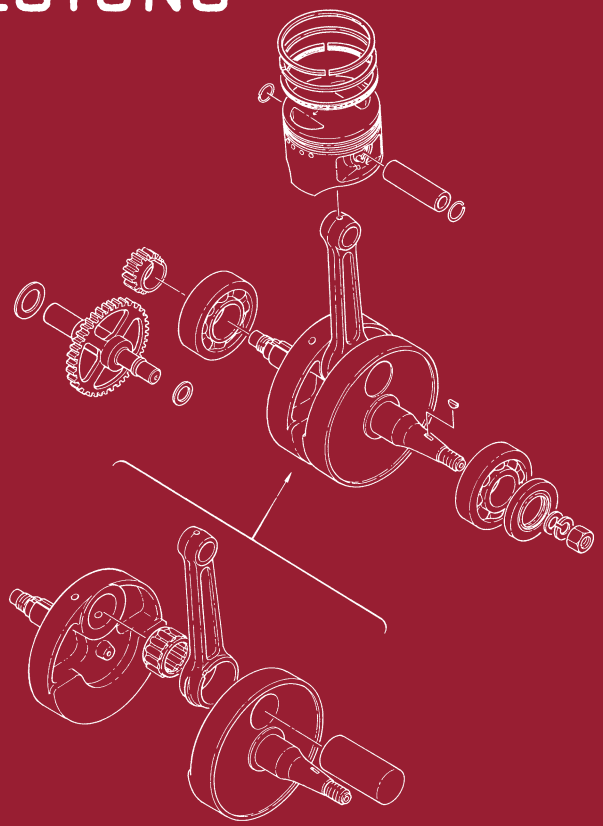
- 2× required between the cylinder head and the cylinder, 2× required between the cylinder and the engine housing

Version	Item No.
14 mm, TT/XT500	27011





CRANKSHAFT & PISTONS



CRANKCASE SERVICES

- Professional repair of crankshafts and connecting rods
- If an undersized bearing seat is discovered during disassembly of the crankshaft, it will be repaired without further consultation, unless there are additional defects that make a cost-effective repair unfeasible
- A complete overhaul includes measurement and crack inspection of the used parts, installation of a new connecting rod with bearings, and installation/alignment of the crankshaft. The turnaround time is approximately 30 business days

Designation	Item No.
Crankshaft repair, XT500 all	DL19

Possible additional work	Item No.
Spray and grind bearing seat	DL25
Shaft seal contact surface Recondition crankshaft journal	DL94



CRANKSHAFT BEARINGS

- Bearing clearance according to OEM specifications, brand-name products from FAG or SKF

Model	Left Item No.	Right Item No.
TT500, XT500	90057	90058



CRANKSHAFT SEAL

- <u>One of the most important seals in the engine!</u>
- Right side of the clutch cover: 14×25×5.5–9 mm; Left: 30×60×6 mm

Designation	Left Item No.	Right Item No.
Shaft seal	27326	10112



CONNECTING ROD KIT

- Complete kit in OEM quality or individually as genuine replacement parts

Designation	Item No.
Connecting rod kit, 3-piece complete	10130

<u>Original individual parts and replacement parts:</u>

connecting rod Item No.	connecting rod bearing Item No.	connecting rod journal Item No.
29167	29130	29129



ORIGINAL PISTON KIT

- The Original – Sturdy and Reliable
- Available only up to 2nd overhaul, complete kit with piston, rings, pin, and two clips
- Yamaha supplies all three piston kits with the 65 mm long piston pin

Bore in mm	Item No.
87.00 (STD)	11013
87.25 (1st step)	11014
87.50 (2nd step)	11015

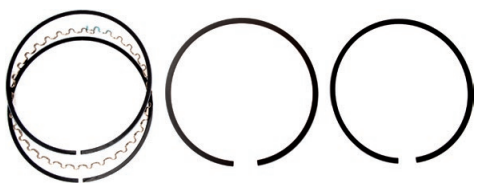


When removing the piston rings, always use a new set, as the old ones become more brittle with increasing mileage and can easily break after being reinstalled! The ring joints should be installed offset by 120° to prevent "blow-by".

ORIGINAL PISTON RING SET

• 5-piece set, complete and ready to install

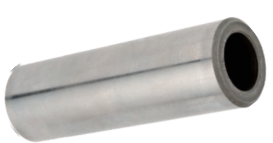
Model	Piston Ø in mm	Item No.
TT500, XT500	87.00 (STD)	27232
	87.25 (1st step)	27009
	87.50 (2nd step)	27233
	87.75 (3rd step)	- - -
	88.00 (4th step)	27231



PISTON PINS AND CLIPS

• Fits original Yamaha pistons, length 65 mm; clips are for single-use only

Model	Pin Item No.	Clip Item No.
XT500 all	10102	10103



WISECO PISTON KIT

• The legendary WISECO piston, with an optimised design
• Precision high-performance forged piston for high mileage, maximum strength, and minimal weight
• Various compression ratios available, for which experience has shown that no adjustment of the ignition timing is necessary. As a general rule, increasing the compression ratio improves performance
• Piston skirt with "anti-detonation grooves" for improved gas sealing
• Delivery includes piston pins, two piston pin clips, and piston rings



A good alternative to original pistons that are no longer available

Model	Bore mm	Compression	Item No.
TT500, XT500	87.00	9:1	31171
	87.50	9:1	31169
	88.00	9:1	31170
	88.50	9:1	31173
	89.00	9:1	31174
TT500, XT500	87.00	10:1	30180
	87.50	10:1	30119
	88.00	10:1	30116
	89.00	10:1	31176

WISECO piston rings, Piston pins & piston clips – see our online store

CYLINDER LINER

• Cylinder liner with standard dimensions

Model	for Ø mm	Item No.
TT500, XT500 all	87.00	50238



CYLINDER-RELATED SERVICES

- Professional workmanship using state-of-the-art machinery and with the utmost care
- Before cylinder honing, each piston is individually measured to ensure the exact clearance between the piston and cylinder
- Grinding is performed in three steps (boring, honing, and fine honing) with the lowest possible feed rate, which helps prevent oval grinding from occurring
- **Tip:** After boring and honing, it is very important to meticulously clean the cylinder bore. Dish soap and the rough, green side of a kitchen sponge work well for this
- Processing time: approximately 30 business days



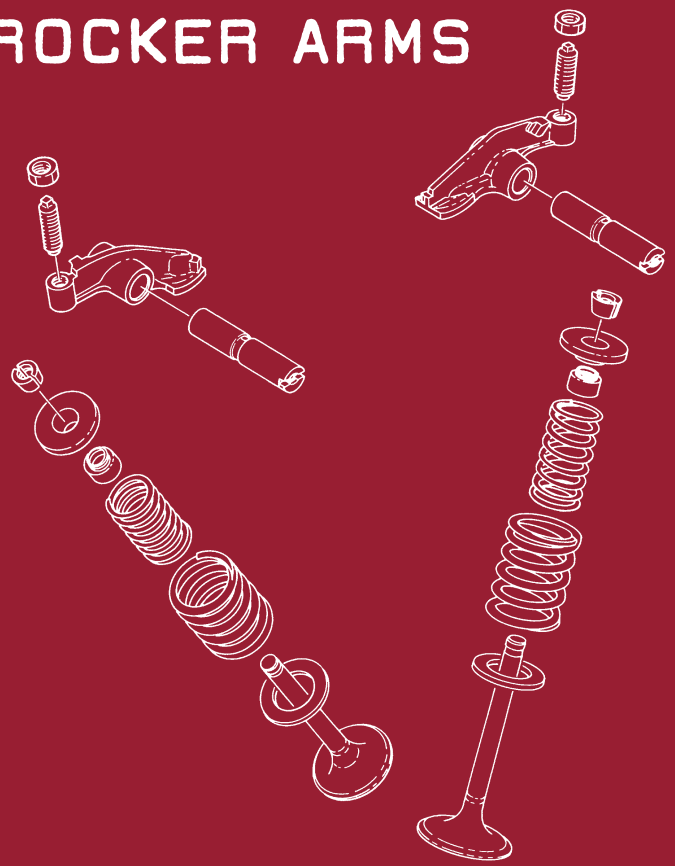
Description	Item No.
Cylinder grinding for all single-cylinder engines	DL13
Same as above, but with displacement increase (from 2 mm)	DL26
Install standard liner including face grinding	DL38
Install BigBore cylinder liner including cylinder surface grinding	DL31
Facing single-cylinder sealing surface, per surface	DL10

MOUNTING OF THE POLE PIECE AND STATOR

Description	Item No.
Nut for pole wheel, height 17 mm	27603
Spring washer for pole wheel	27639
U-shaped washer for pole wheel	27635
Screw Set for Stator Mounting	42014
Key for crankshaft/pole wheel	10104



VALVES & ROCKER ARMS



ROCKER ARMS AND CAMSHAFTS ARE AVAILABLE IN TWO VERSIONS FOR THE 500CC ENGINES:

a) Rocker arms with a lubrication hole on the contact surface and

b) hard-block rocker arms (lubrication hole at the axle height).

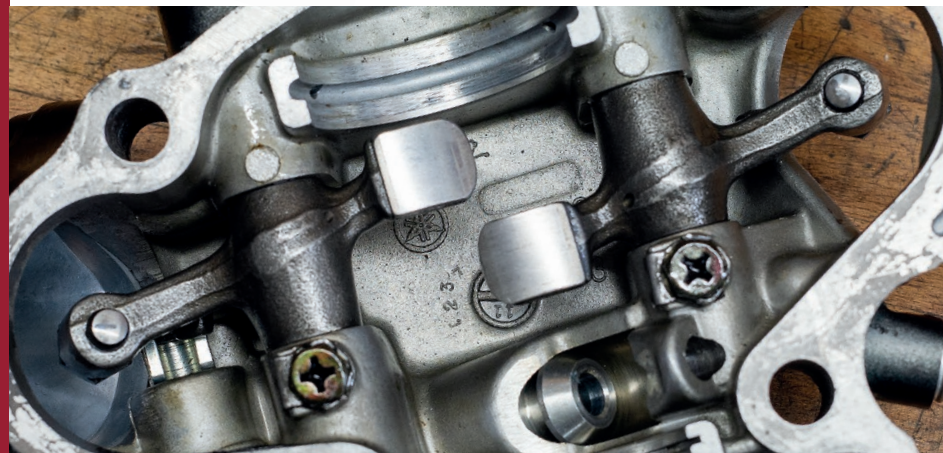
Rocker arms and camshafts should be matched to each other for maximum durability. The XT500 was delivered with hard-chromed rocker arms throughout its entire production run. The camshaft Item No. 90060 is compatible with these. The hard-block rocker arms are used with our tuning camshafts, as these are nitrided.

a) Hard chrome-plated



b) Hard block





ROCKER ARMS & ACCESSORIES

Description	Remarks	Item No.
Rocker arm, intake or exhaust, 1 piece❶	All TT/XT	27006
Rocker arm with hard block, intake or exhaust, 1 piece ❷	SR500'84-	90004
Rocker arm shaft, intake or exhaust, 1 piece ❸	All TT/XT	90016
Retaining plate for rocker arm shaft	'84-	28367
Screw for retaining plate	'84-	28794
Valve clearance adjustment screw, hex socket	All TT/XT	91308
Valve clearance adjustment screw "square", old version with external square (OEM)	All TT/XT	90013
Matching lock nut	All TT/XT	90017-1

❶ *Only in conjunction with the original camshaft (XT500 '76–'89 and SR500 '83)*
❷ *Only in conjunction with a nitrided camshaft (SR500 '84- or KEDO tuning)*
❸ *Rocker arm shafts are now only supplied with the hole for the locking screw (standard from '84)*





SPECIAL VALVE ADJUSTER

- Makes valve adjustment much easier in some cases
- Knurled grip area with cross hole

Model	Item No.
4 mm external hex for 91308	30561
4 mm internal square for 90013	30562



ADJUSTMENT SCREW FOR FLAT-BALL VALVE CLEARANCE

- Larger contact surface at the end of the valve stem compared to the original screws, resulting in reduced surface pressure and no more pitting
- Still suitable for use even in engines with slightly pitted valve ends, as only the intact outer areas are engaged
- CNC-machined, ensuring maximum precision and minimal tolerances; each ball is precision-ground flat, and each ball seat is individually inspected – thus achieving optimal contact and even pressure distribution
- Easy DIY installation; no adjustments to the rocker arms are necessary
- Ready-to-install 2-piece set for intake and exhaust

Description	Item No.
Flat-ball valve clearance adjustment screw	50163



REPAIR OF ROCKER ARM AXLE BEARINGS

- When the rocker arm shaft bearings are worn out, the rocker arms no longer make proper contact with the camshaft, leading to significantly increased wear and unpleasant mechanical noises, as the valve clearance can no longer be adjusted precisely
- The inaccessible location of the pivot bearing in the cylinder head cover requires special tools, and the repair involves considerable effort
- After repair, we recommend using our direct lubrication system, as this is the only way to ensure optimal oil supply to both rocker arms
- The worn-out fits are repaired with custom-made bronze bushings.
  For assembly, please send us your rocker arms and shafts
- This service includes the bushing of both axle bearings

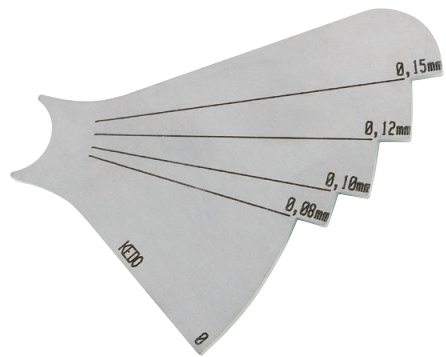
Designation	Item No.
Repair of rocker arm pivot bearing	DL68

VALVE CLEARANCE GAUGE

- Adjustment using the angle of the adjustment screw instead of a feeler gauge
- Ideal for flat-ball valve clearance adjustment screws (item no. 50163), as slight movement of the ball in its seat is not a significant factor
- Includes detailed, illustrated instructions

Item	Item No.
Valve clearance adjustment gauge 0.08 – 0.15 mm	50147





INLET & EXHAUST VALVES

- High-performance valves of the highest quality. Temperature-resistant, nitrided special steel. Hardened valve stem ends to prevent premature wear caused by so-called valve stem head impact

Model	Inlet Item No.	Exhaust Item No.
XT500 -'79 (small intake valve with Ø 45 mm)	91057	91056
XT500 '80- (large intake valve with Ø 47 mm)	91050	91056

Alternatively or as an original replacement part:

Model	Inlet	Outlet
XT500 '80–'83	91059	91060
XT500 '84-	91059	28895



VALVE SPRINGS AND WEDGES

- Suitable for inlet and outlet, 1 piece each

Internal spring	Item No.
TT500, XT500	11028

Outer spring	Item No.
TT500, XT500	11027

Valve wedge	Item No.
XT500 all (4× required)	11029



TUNING VALVE SPRING RETAINER SET

- 20% weight reduction compared to the original parts reduces valve flutter
- The set consists of two valve spring retainers with four valve wedges

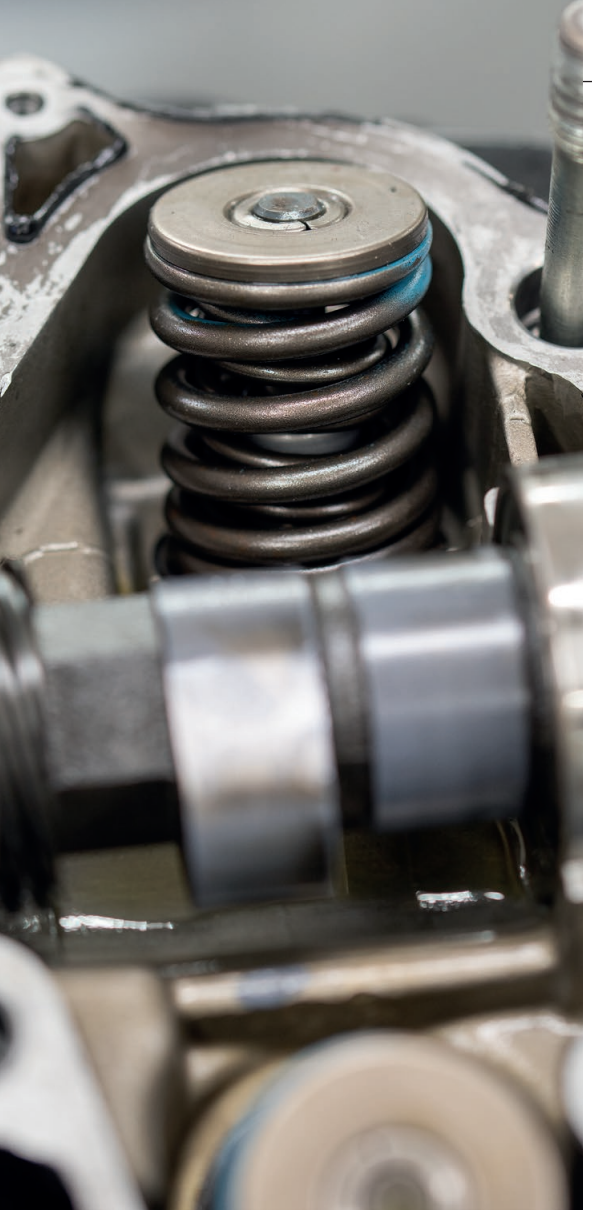
Application	Item No.
Compatible with the original valve springs	30968



TIPS FOR A RATTLING VALVE TRAIN

If valves are rattling loudly despite having the correct valve clearance, this may be due to the following:

- ▶ Pitting on the valve stem ends
- ▶ Worn rocker arm pivot bearings (Repair DL68, see page Seite 30)
- ▶ Worn valve adjustment screws (regular replacement of these relatively inexpensive adjustment screws is recommended)
- ▶ Seized rocker arms (oil supply should be checked immediately)



BRONZE VALVE GUIDE

- Higher thermal conductivity than the original and improved run-in properties in the event of insufficient lubrication, making them an ideal upgrade for the otherwise standard engine
- Our bronze valve guides have a larger outer diameter than the original (+ 3/10 mm) and must therefore be measured BEFORE installation and properly adapted to the cylinder head bore; AFTER installation, the inner diameter of the guide must also be reamed
- The original valve guides are no longer available. Our bronze guides are a proven alternative that has been in use for decades
- Suitable for intake and exhaust valves

Description	Item No.
Bronze valve guide	30070



Delivery includes O-ring

VALVE STEM SEAL

- Fits both intake and exhaust valve guides

Model	Accessory Item No.	OEM Item No.
TT500, XT500	91125	28219



VALVE SPRING SEAT WASHER

- Shim between valve springs and seat +0.2 mm (thicker than OEM shim, slightly higher spring preload); 1 piece

Model	Item No.
TT500, XT500	11148



UNIVERSAL VALVE SPRING COMPRESSOR

- Robust valve spring compressor, suitable for most four-stroke engines, with adapters for valve heads from 13 mm to 28 mm
- Comes with a storage case

Description	Item No.
Universal Valve Spring Compressor	60270

Additional 32 mm adapter, perfect for the XT500:

Description	Item No.
Adapter	40538



40538



60270

VALVE LAPPING ROD AND PASTE

Lapping rubber	Item No.
Ø 20 mm	40077
Ø 30 mm	40079
Paste set for pre- and final grinding ❶	40073

❶ *Valve lapping paste with a total volume of 100 ml*

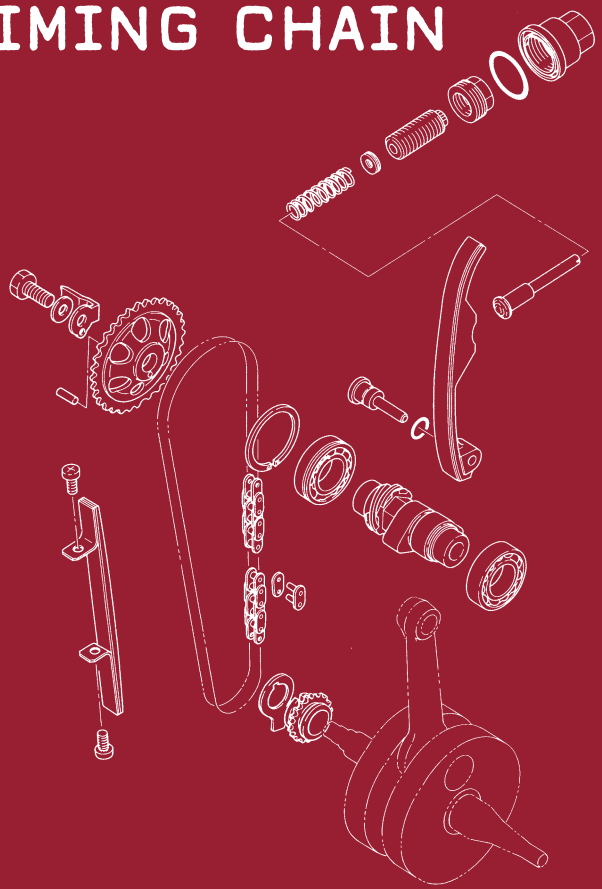


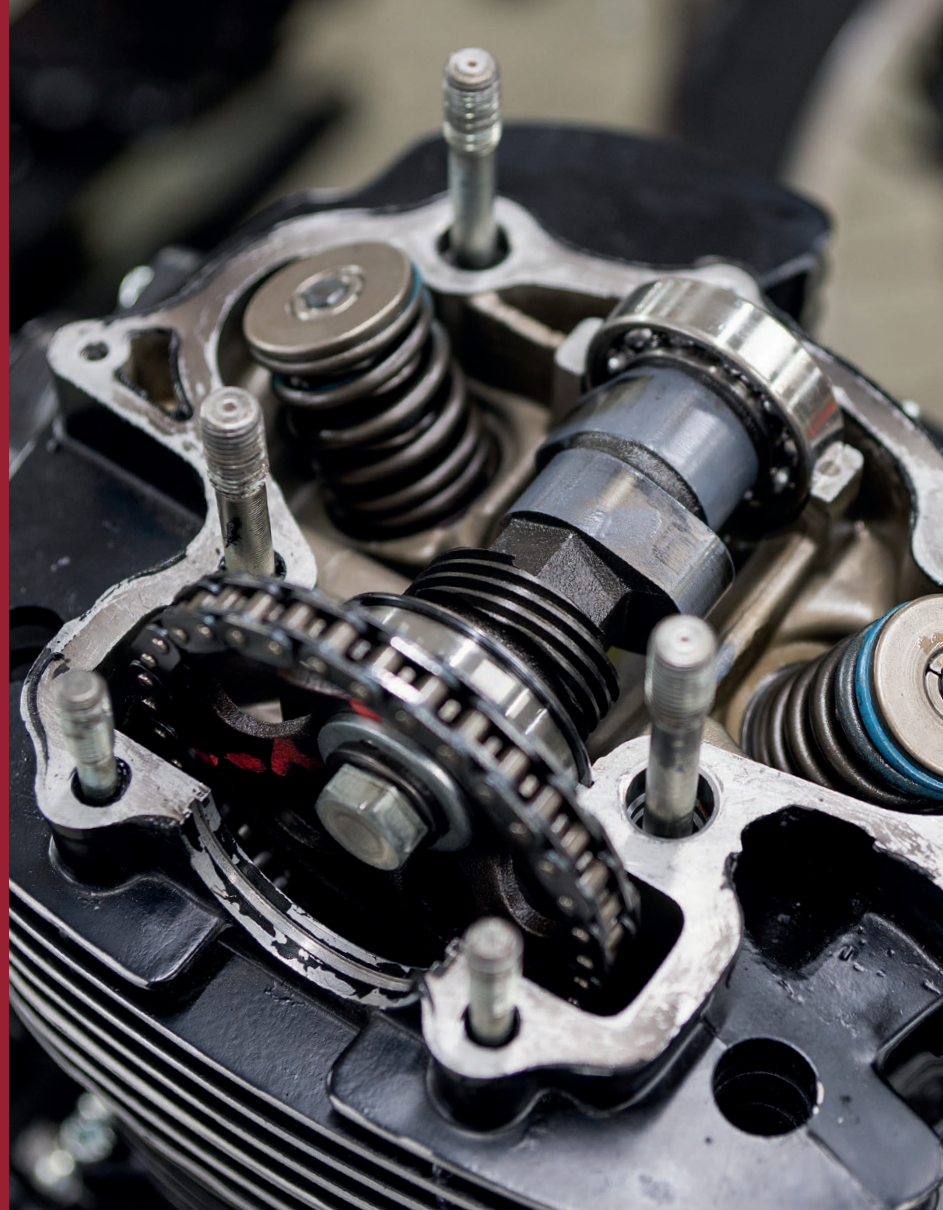
SET OF FEELER GAUGES

Description	Item No.
9-piece feeler gauge set	40114
With the most important sizes: 0.03; 0.05; 0.08; 0.10; 0.13; 0.15; 0.18; 0.20 and 0.25 (all in mm)	
25-piece feeler gauge set	40134
With the finest increments: 0.04; 0.05; 0.06; 0.07; 0.08; 0.09; 0.10; 0.15; 0.20; 0.25; 0.30; 0.35; 0.40; 0.45; 0.50; 0.55; 0.60; 0.65; 0.70; 0.75; 0.80; 0.85; 0.90; 0.95; 1.00 (all in mm)	



CAMSHAFT & TIMING CHAIN





ORIGINAL CAMSHAFT

- Genuine replacement part for maximum durability and smooth power delivery
- This can ONLY be combined with the hard-chromed rocker arms

Model	Item No.
TT500 all, XT500 all ('76–'89 hard-chromed)	90060

Accessories

Description	Item No.
Matching rocker arm	27006
Left camshaft bearing	94007
Right camshaft bearing with groove ❶	90011
Camshaft bearing guide ring	10106

❶ *If necessary, please reuse the guide ring from the old part*



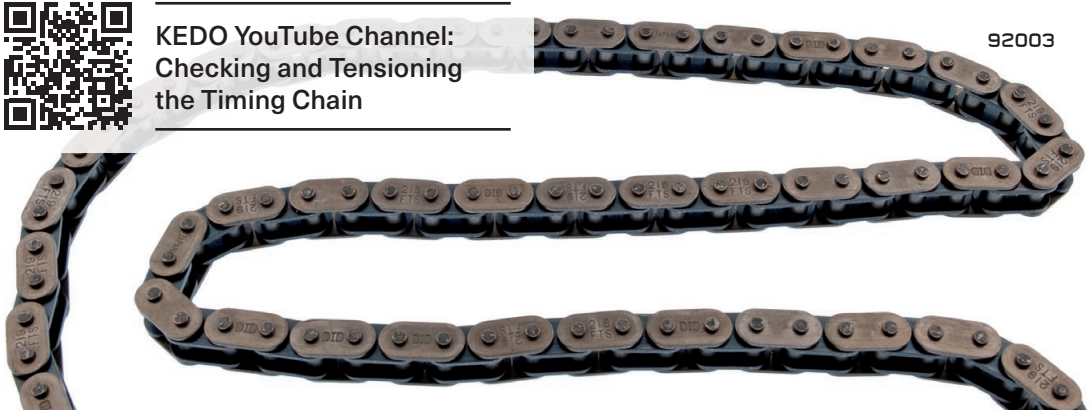
TT/XT TIMING CHAIN & TENSIONER

Description	Item No.
Closed timing chain, 106 links	92003
Timing chain tensioner rail	91044
Timing chain slide rail	91043
Pressure pin chain tensioner	27600
Adjustment screw, new design for small spring❶	90056
Matching lock nut	27607
Small spring❶	27107
Large spring	27079
Rubber-coated damper washer	27612
Lower tension rail bolt (in the engine block)	28020
O-ring for tension rail bolt	29201

❶ *Used as standard equipment starting in 1984*



KEDO YouTube Channel: Checking and Tensioning the Timing Chain



HYDRAULIC TIMING CHAIN TENSIONER

- The hydraulic timing chain tensioner can extend freely but compresses only with extremely strong damping, resulting in play-free timing chain guidance whether the engine is cold or warm
- Unrestricted compensation for thermal expansion of the cylinder and more precise adherence to timing. Very easy installation – simply replaces the original parts. Suitable for all TT500 and XT500 models

Description	Item No.
Hydraulic timing chain tensioner	22722
Spacer ring for timing chain tensioner cover (see note below)	22724



Note: If the hydraulic chain tensioner is used in conjunction with a new timing chain, slide rail, and tension rail, the spacer ring (Item No. 22724) is usually required.

TIMING CHAIN DRIVE

Description	Item No.
Upper timing chain sprocket	33019
Adjustable timing chain sprocket	30543
Timing chain sprocket locating pin	10105
TDC indicator flag	27601RP
Timing chain sprocket retaining screw	27602
Lower timing chain sprocket	28342
Crankshaft indicator plate	27596



30543



27601RP



28342

TIMING CHAIN TENSIONER COVER

- CNC-machined, low-profile aluminium cover cap as a replacement for the less-than-sturdy original plastic part
- Delivery includes O-ring

Version	Item No.
Silver anodised	92070
Hard-anodised black	92070S

Also available as an original replacement part:

Description	Item No.
Cover cap (plastic, black)	22318
O-ring (for items 22318 and 92070)	22357

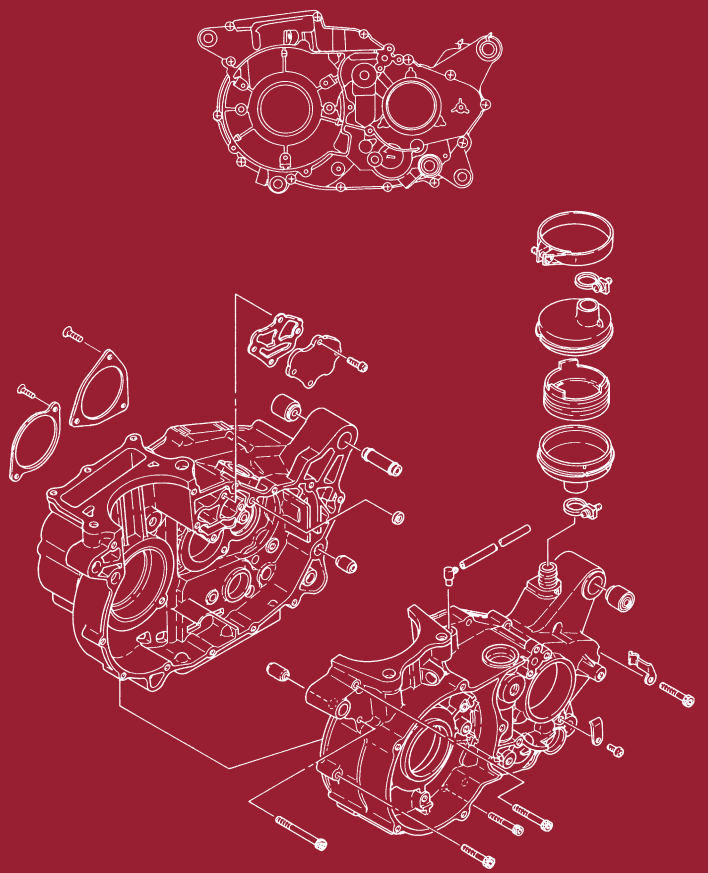


92070S

Despite the large external hexagon on the cap, it should only be tightened by hand (15–20 Nm) – if oil leaks out, the O-ring should be checked first and replaced if necessary.


DIRT TEAM
KEDO
PARTS 'N' SERVICE
YAMAHA
711
KEDO

CRANKCASE



ENGINE MOUNTING STAND

- Securely supports the engine; ideal for working on a removed engine, as well as for space-saving storage and transport
- The engine is secured to the stand at the lower housing points using the included bolts, allowing free access to the cylinders, cylinder head, and engine side covers
- Robust and cleanly finished, also suitable for use outside the workshop, living room, etc.

Description	Item No.
Suitable for TT500, XT500, Material: Stainless steel	60293



ENGINE TRANSPORT STAND

- Ideal for transport, storage, and engine assembly work.

Description	Item No.
Engine Transport Stand	60107



HOUSING SEPARATION TOOL

- Heavy-duty, galvanised workshop quality

Description	Item No.
Crankshaft housing cutting tool	60635
Bronze crankshaft end cap	60626



ENGINE SHAFT SEAL KIT

- OEM quality, many shaft seals in special sizes. Where applicable, with oil return vanes
- The following shaft seals are included: Left crankshaft, engine release lever, shift shaft, tachometer drive, kickstarter, oil pump, transmission output, decoupling lever/cylinder head, right crankshaft, ignition adjuster

Model	Remarks	Item No.
TT500, XT500	11-piece	90023



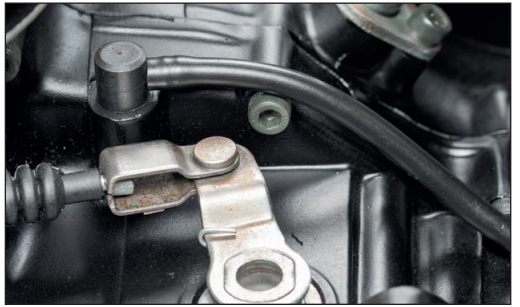
Engine oil seals are also available individually in our online store

CRANKCASE VENTING

- This vents the area around the centrifugal regulator and the breaker contacts

Description	Item No.
Crankcase vent adapter	27013
Black vent hose, 1 m	27108





KEDO YouTube Channel: Surprisingly Complex – Venting on the TT and XT

OIL SEPARATORS & ACCESSORIES

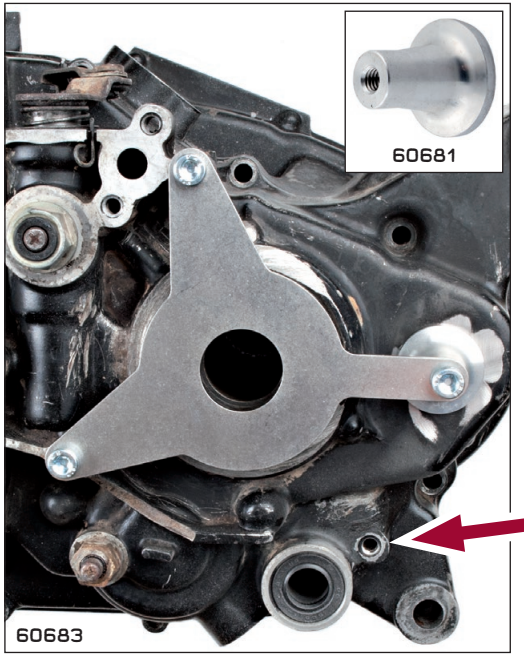
• Compatible with XT500

Description	Item No.
Upper part	28261
Lower section	28011
Funnel	28258
Large clamp (upper/lower section connector)	28649
Small clamp (top/bottom attachment)	28260



SPROCKET COVER MOUNT REPAIR

• Ingenious repair kit for the sprocket cover mount, in case the thread on the crankcase has broken off: Simply cut the stump on the housing flush, attach the new repair base using the positioning aid and metal adhesive, or weld it permanently – done!
• Repair kit consists of an aluminium repair base with thread and a positioning aid (reusable)



Description	Item No.
Sprocket Cover Repair Kit	60683

Available as individual replacement parts:

Description	Item No.
Special threaded bolt (aluminium)	60681
Positioning aid (stainless steel)	60682

RETAINING PLATE FOR ALTERNATOR WIRING HARNESS

• Installation below the transmission output

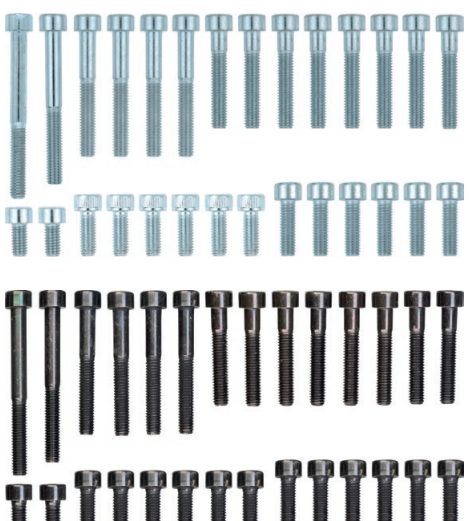
Description	Item No.
Retaining plate for alternator wiring harness	28478



ENGINE HOUSING SCREW SET

- Our 28-piece engine housing supplement set includes all M6 hex socket screws required for assembling the crankcase, oil labyrinth, oil pan, cable routing, and oil line
- Grade 8.8, plain (silver) or black zinc-plated

Designation	Item No.
M6 Hex Socket Screw Set for Engine Housing **SILVER**	42016
M6 Hex Socket Screw Set for Engine Housing **BLACK**	42016S



SLEEVE

- Fits between the crankshaft housing halves

Description	Item No.
12 mm diameter; 2× required	27734



REAR ENGINE MOUNT

- The spacer is located between the two halves of the housing on the rear engine mount

Designation	Item No.
Spacer	22104
Matching O-ring, 2 required	22112



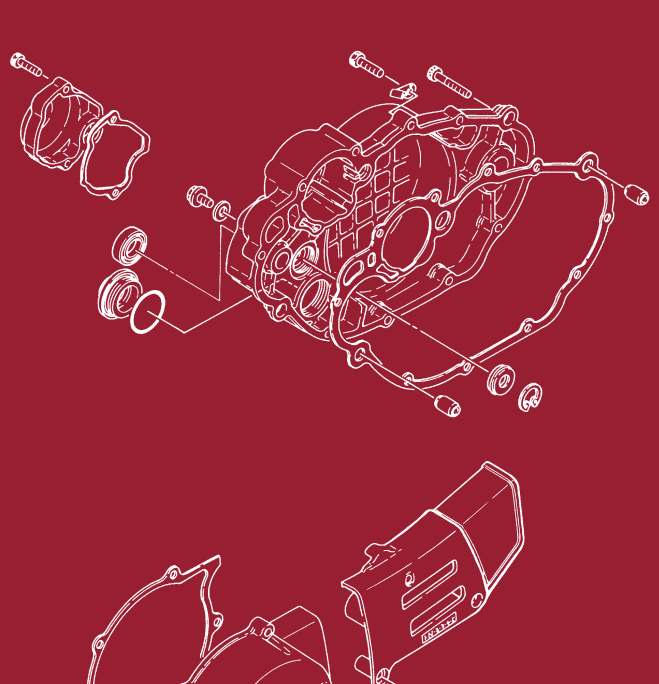
ENGINE PAINT AND ACCESSORIES

- Our engine paints are permanently resistant to petrol and heat
- Simply sandblast the magnesium clutch cover and preserve as much of the original paint as possible to use it as a base for painting
- If the magnesium cover is heavily weathered, it must be sandblasted and treated in multiple stages (including tempering)
- Use primer only on problematic substrates

Description	Item No.
2K Primer Grey (XT500S)	51010
2K Primer, Black (TT/XT)	51003
2K Paint, Dark Grey Metallic (XT500S)	51069
2K topcoat, black, semi-gloss (TT/XT)	51170
Reusable hand sprayer	51004
Propellant refill cartridge for hand sprayer	51005
Thinner for painting and cleaning	51006



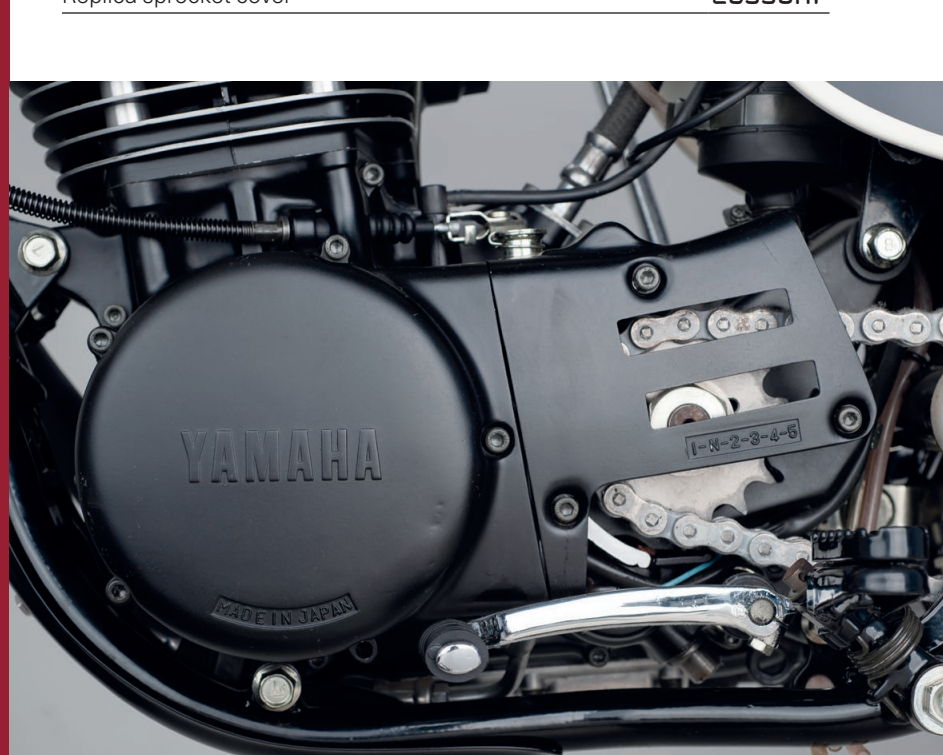
CRANKSHAFT COVER



ENGINE HOUSING COVER

• Please order gaskets, etc., separately if needed

Description	Item No.
Replica contact cover, unpainted	22321RP
Oil filter housing cover, painted black	11019
KEDO "Racer" sprocket cover, silver aluminium	41834
KEDO sprocket cover "Racer", black-coated aluminium	41834S
Replica sprocket cover	26990RP



PLASTIC SPROCKET COVER EXTENSION

- Riveted to the sprocket cover on German XTs, among others; black ABS, solid-coloured
- Includes black rivets (replica replacement part for 1E6-15420-11)

Model	Item No.
XT500 DE version	60612



SPROCKET COVER RIVET SET

- Enables repair of the sprocket cover
- Delivery includes O-rings and washers; 12-piece set complete with one spare rivet

Model	Item No.
Silver rivets	60610
Black rivets	60610S

VIRACE VALVE COVER

- Fits all TT/XT500 models for intake and exhaust

Model	Item No.
Classic polished	50272
black coated	50272S



VIRACE OIL FILTER COVER

- Includes bleed screw (hex) and copper gasket (but without O-rings)

Model	Item No.
Classic polished	50273
black coated	50273S



VIRACE COMPLETE SET

- Complete set at a great price: Four ViRace covers for the Lima, oil filter, valve covers, AND all gaskets (paper gasket for the Lima cover, bleed screw with sealing ring, and small and large O-rings for the oil filter cover, two O-rings for the valve covers)

Model	Item No.
Black coated	50215S





IGNITION CONTROL PLUG

- Extra-durable, CNC-machined aluminium plug
- Attractive, sturdy, and long-lasting
- Heat-resistant, so no more breakage due to embrittlement, as often occurs with the original plastic part
- Please order the matching O-ring at the same time

Description	Item No.
Silver (natural)	30217
Black (anodized)	30217S

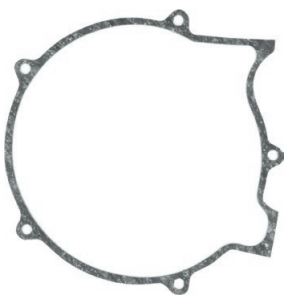
Add-on or original replacement part:

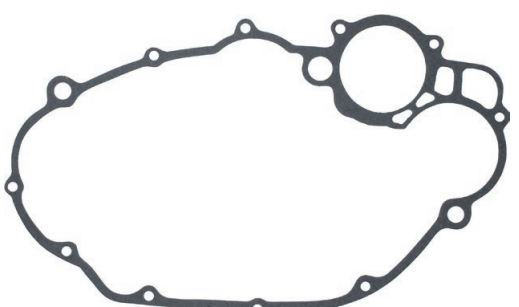
Description	Item No.
O-ring (for Item 30217/S)	27330
Crankshaft position indicator plate	27596



ALTERNATOR & CLUTCH COVER GASKET

Model	Alternator Item No.	Clutch Item No.
TT500 and XT500 all	11031	91011





SLEEVE

- Required twice on the clutch cover

Version	Item No.
12 mm diameter, 16 mm length	27734



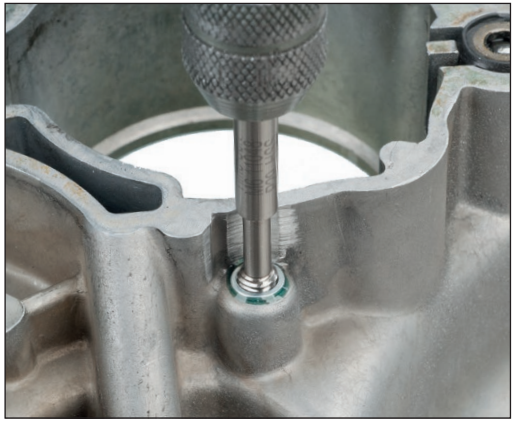


KEDO YouTube Channel: How to Remove a Clutch Cover with Lots of Practical Tips

REPAIR OF THE OIL DRAIN PLUG THREAD IN THE SIDE COVER

- Repair of the thread in the oil filter cover bolt receptacle in the clutch-side cover, which holds the oil filter cover in place at the 6 o'clock position
- The repair is delicate, and it must be ensured that the oil drain hole is reliably sealed by the screw thread during operation
- To have this repaired, please simply send us the cleaned clutch side cover. Repair time is approximately one week

Designation	Item No.
Repair of oil drain bolt thread	DL47



CRANKSHAFT OIL SEAL

- One of the most important shaft seals in the 500cc engine, which is often overlooked
- Always check this when removing the clutch side cover, and replace it if in doubt!
- In early model years, Yamaha installed this shaft seal ring upside down – the closed side faces the crankshaft
- Starting in 1980 (TT500 from 1979), Yamaha also installed a clip over the seal ring – identifiable by the groove in the housing cover

Model	Item No.
Crankshaft Oil Seal, Right	10112
Matching clip	28802



SETS OF ENGINE HEX SOCKET SCREWS

- Grade 8.8, plain (silver) or black zinc-plated

Engine cover, 27-piece set

(all M5/M6 standard screws for clutch cover, oil filter cover with bleed screw, alternator cover, valve clearance adjustment cover, and pinion cover)

Colour	Item No.
silver	10245
black	10245S

Cylinder head, 10-piece

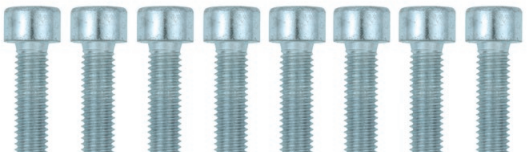
(all M6 screws for mounting the cylinder, cylinder head, head cover, and slide rail)

Model	Colour	Item No.
TT/XT500 all	silver	42015
	black	42015S

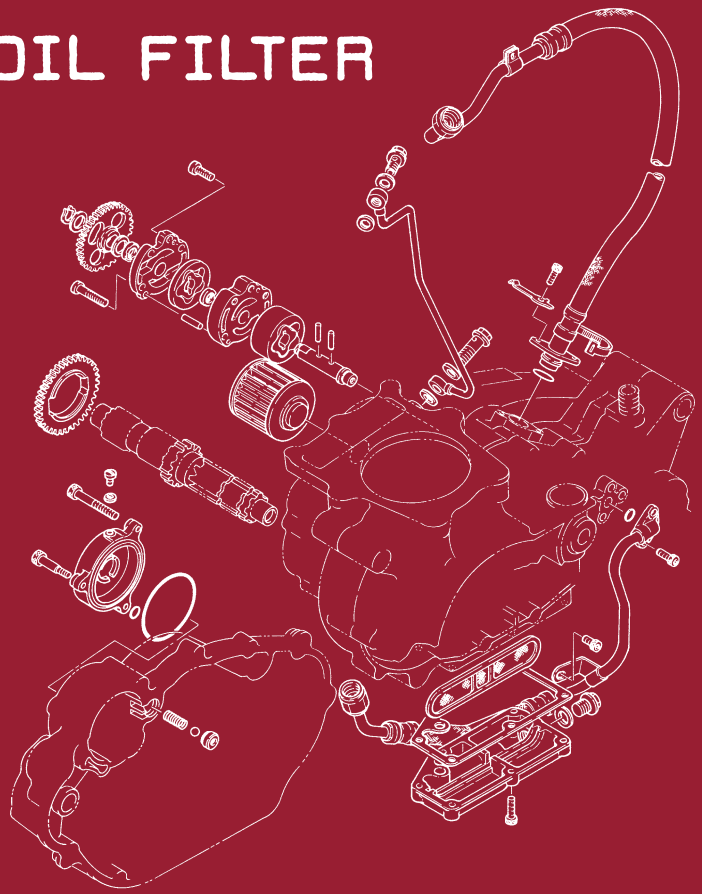
Engine Housing Supplement Set, 28-piece

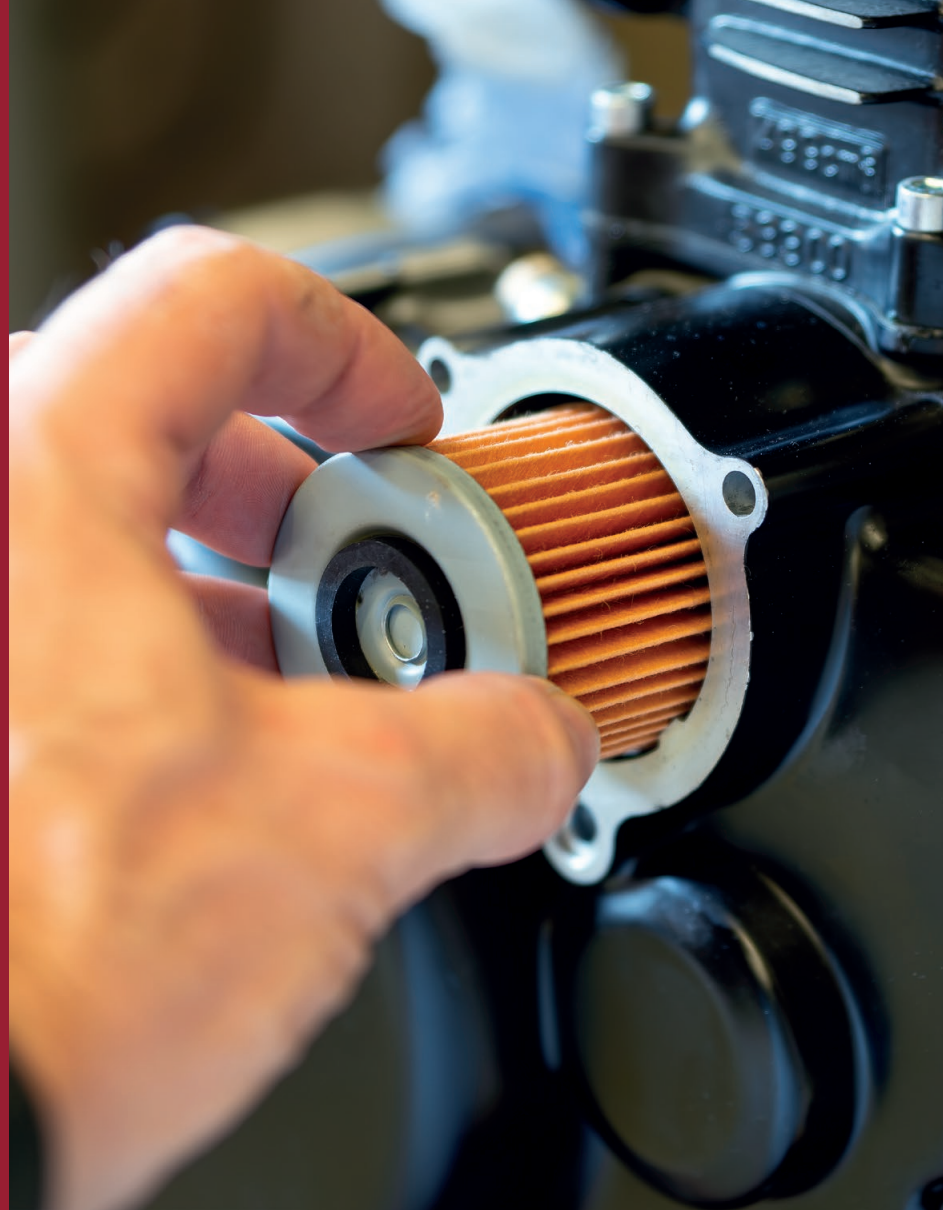
(all M6 screws for assembling the crankcase, oil labyrinth, oil pan, cable guide, and oil line)

Model	Colour	Item No.
TT/XT500 all	silver	42016
	black	42016S



OIL PUMP & OIL FILTER





KEDO OIL FILTER KIT

- OEM quality, proven thousands of times over, tested in daily use and on the track – convinces even skeptics
- Excellent oil flow, cleanly bonded filter paper, precisely calibrated bypass valve
- Supplied as a complete service kit: oil filter, one large and one small O-ring, two gaskets for the oil drain on the oil pan, and one gasket each for the oil drain on the frame and the oil vent

Model	Item No.
TT500, XT500	91628



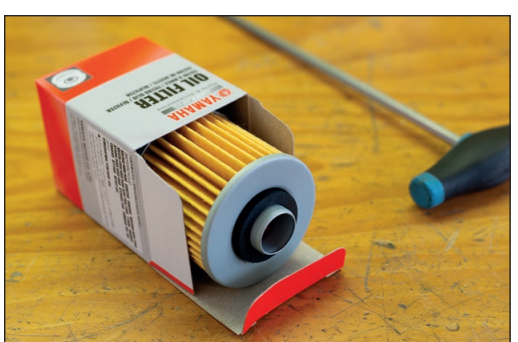
An absolute bestseller in the KEDO lineup. The Carefree Kit for the important, regular oil and filter changes. Inspecting the filter is a sensible checkup and provides reliable information about the condition of the engine.

GENUINE OIL FILTER

- Top quality in every respect, ideal for anyone who prefers to stick with the original; adhesive, filter paper, bypass valve – everything is exactly as specified by Yamaha
- Matching gaskets, item no. 91003/91004; please order them at the same time if needed

Model	Item No.
TT500, XT500	28962





K&N PERFORMANCE OIL FILTER

- Filters even the finest particles ranging from 10 to 20 microns without compromising flow rate. Fully resistant to racing fuel

Model	Item No.
TT500, XT500/S	91664



ENGINE OIL VALVE

- A malfunction can cause oil to constantly drain from the oil tank into the engine – resulting in the oil level no longer being accurately detected

Model	Item No.
XT500	27595



OIL FILTER HOUSING COVER

Description	Item No.
Oil filter housing cover, black	27595
Original bleed screw	27837
Vent screw (internal hex, Galvanised)	0912050088
Matching copper O-ring (5×9×1 mm)	10070
Oil filter cover bolt (bottom), length: 40 mm (standard up to '78)	27866
Oil filter cover bolt (bottom), Length: 48 mm (standard from '79-)	28404
Large O-ring for oil filter cover	91003
Small O-ring for oil filter cover	91004

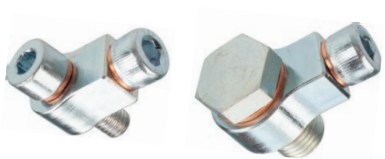


To allow oil pressure to build up, the lower bolt for the oil filter cover must be the correct length (when the correct length is used, it seals the drain hole in the oil filter housing). Please do not determine the correct length based on the year of manufacture; instead, measure it. The 40 mm bolt is required if the distance between the sealing surface of the cover and the plug hole (at the bottom centre of the filter housing) is 24 mm. If the distance is 34 mm, the 48 mm bolt is required. These side covers can be identified on the inside by the retaining ring in front of the crankshaft oil seal. Caution: Do not install the bolts indiscriminately. The longer bolt does not seal; this is immediately apparent. The shorter bolt fits into the thread but does not close the drain hole; the oil filter is bypassed and no oil pressure is built up. This will result in engine damage!

OIL CHANGE AID

- Makes oil changes easier – used oil flows into the pan, not onto the floor. Installs in place of the original oil drain plugs (frame and oil pan). Includes installation instructions

Description	Item No.
Oil Change Aid, Galvanised	50260-24



OIL LINE FRAME – ENGINE

- Replacement is necessary at the latest when a light oil mist forms on the line
- With crimped connections
- Delivery does not include O-ring, screws, etc. (requires O-ring, item no. 10133, on the engine side)

Designation	Item No.
Oil line oil reservoir/engine	27433
Matching O-ring on engine side	10133



OIL RETURN LINE

- Oil return line from the engine block to the frame
- High-temperature-resistant oil hose (3-layer) with fabric reinforcement and crimped fittings
- Visually very similar to the original

Description	Item No.
Oil return line	50199RP
O-ring connection for oil return line on the engine block	10134



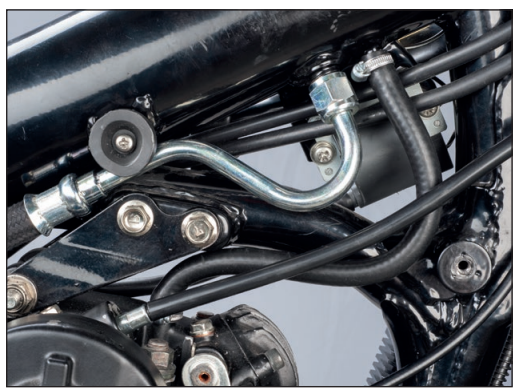
Oil hoses and adapters for DIY projects or for repairing oil lines

HD VENT HOSE BETWEEN THE CYLINDER HEAD AND THE OIL TANK

- This vent hose runs from the cylinder head cover to the top tube of the frame and should be checked regularly for cracks
- Heavy-duty design. Includes 2 stainless steel clamps

Description	Item No.
HD vent hose	22231



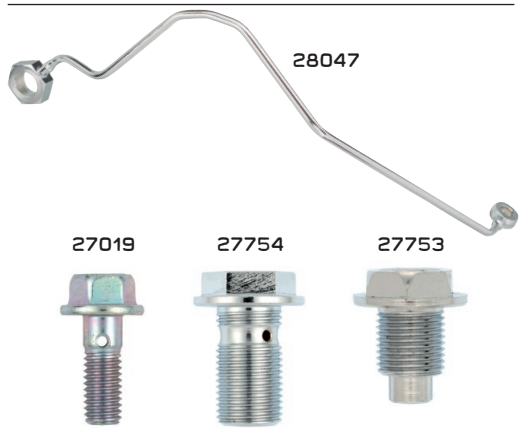


ENGINE OIL SUPPLY LINE TO EXHAUST VALVE

- Chrome-plated, rigid original oil line to the exhaust valve (standard from '84)

Model	Item No.
XT500	28047

Accessories	Item No.
Hollow screw, cylinder base (for matching gaskets, see Item 94025)	27019
Hollow screw, cylinder head (for matching gaskets, see Item No. 29259)	27754
Lock screw for intake rocker arm shaft (see Item No. 29259 for matching gasket)	27753



OIL PUMP

- Supplied as an original part. Set includes: inner housing, cover, two rotors, and two shaft seals (shaft and small parts may be reused from the old part)

Designation	Item No.
Oil Pump Set	28370



You can find a detailed list of all oil pump replacement parts in our online store

+50% KEDO OIL PUMP

- Increases low oil pressure to a healthy and optimal level
- The critical internal oil circuit is supplied with oil more quickly and in greater quantities, drastically reducing wear throughout the engine
- The pump housing is precision-machined from solid aluminium, and the rotor is made of special sintered metal – resulting in maximum reliability and durability that withstands even the heaviest loads
- Tried and tested thousands of times in everyday use and tested by us in demanding racing conditions – we recommend it without reservation! Installation is highly beneficial even on otherwise stock engines. The increased oil pressure naturally has no undesirable side effects
- Delivered ready for installation, including complete installation instructions; the oil pump cover, rotor for the return pump, etc., are reused from the old unit (provided they are still intact)

Designation	Item No.
+ 50 % Oil Pump	40398

More than 50 % is technically possible, but only of limited practical use. Without a larger return pump, the oil sump could overflow – but a larger return pump cannot be installed at the same time due to space constraints.





KEDO YouTube Channel: Step-by-Step Video Guide – How to install 50% Oil Pump

BILLET ALUMINIUM OIL COOLER KIT

- Virtually indestructible, as it is milled from solid material, ideal for enduro use
- Complements the motorcycle's classic look and lines perfectly
- Delivered as a ready-to-install complete set including oil cooler with model-specific mount, black, pre-assembled oil lines, and installation instructions
- Optionally expandable with Jagg thermostats

Model	Item No.
XT500-'79	50587-79
XT500'80-	50587-80

"SLIM" OIL COOLER & MOUNTING KIT

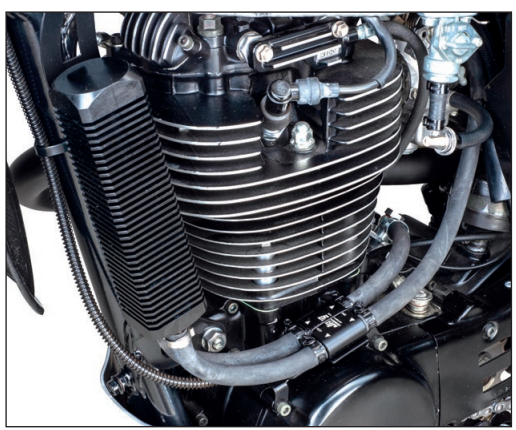
- Convenient mounting position on the front engine mount with effective cooling performance
- The mounting kit for the popular Jagg oil cooler includes all necessary parts for connection and installation; please order the oil cooler separately
- Optionally expandable with our radiator guards, item no. 50690/50691, and Jagg thermostats

Description	Item No.
Installation Kit XT500 All	50682KT
Jagg oil coolers individually	50180JG

OIL THERMOSTATS & MOUNTS

- Jagg oil thermostats can be easily integrated into the existing oil line
- Compatible with all KEDO oil cooler kits
- The automatic thermostat opens at 85°C (maximum opening at 90°C); the manual thermostat opens and closes continuously
- With our thermostat bracket, Jagg thermostats can be discreetly mounted above the alternator

Designation	Item No.
Automatic oil thermostat	50253
Manual oil thermostat	50254
Thermostat Holder XT500	50679







OIL PAN, OIL STRAINER & OIL DRAIN

Description	Item No.
Drain plug	22374
Oil pan	21029
– matching gasket	21030
Oil pan metal strainer	21028
– matching gasket	21034
Oil drain plug/frame	27029
– matching gasket	94025



21034



21029



21028

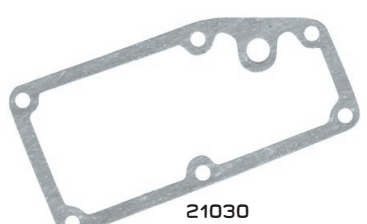
VIRACE HD OIL PAN

- Features ViRace-style cooling fins, designed to match our engine covers
- Exceptionally solid, precision-machined from solid aluminium and heavy-duty anodised
- Improved heat dissipation thanks to cooling fins
- High-strength thread for the oil drain plug

Description	Item No.
ViRace Oil Pan	50262
Oil pan gasket	21030

50262





21030

MAGNETIC OIL DRAIN PLUG

- Metal particles are reliably attracted and held by the magnet, thereby removing them from the oil circuit – the engine's lifeline
- Multi-layer metal sealing washers with hollow chambers; they compress when tightened and provide a perfect seal

Item	Note	Item No.
Steel	Made by KEDO	40535
Titanium	Extra-long magnetic pin	40519
Aluminium	Extra-long magnetic pin	41385
Oil drain gasket (multi-layer)		91005RP



40535



40519



41385



91005RP

MOTORCYCLE ENGINE OIL 20W50

- Mineral SAE 20W50 oil is ideal for the TT500 and XT500
- Developed for air-cooled motorcycle engines with a special focus on high thermal stability
- The oils in our range offer not only high lubricity but also good corrosion protection

Quantity	Item No.
Eurol 1-litre bottle	51557
Eurol 4-litre canister	51558
Store brand 4-litre canister	50617

OIL CHANGE KIT

- The Perfect Starter Kit for Spring
- Our oil change kit includes three litres of Eurol 20W50 mineral motorcycle engine oil, the oil pan gasket, oil filter, O-rings, and gaskets for both drain plugs and the oil filter cover
- Better value than buying items separately

Description	Item No.
Oil Change Kit	91090

ENGINE OIL CAPACITY

According to the 1976 Yamaha Service Manual, the XT requires an oil change every 3,000 km, and every 6,000 km with an oil filter. The 1986 Service Manual specifies every 6 months or at the latest every 6,000 km with 0.1 L less oil.

Regular oil change:	**2.0 L capacity**
When replacing the oil filter:	**2.1 L fill capacity**
Total oil capacity:	**2.5 L**

10-litre used oil container and collection tray Item 41531

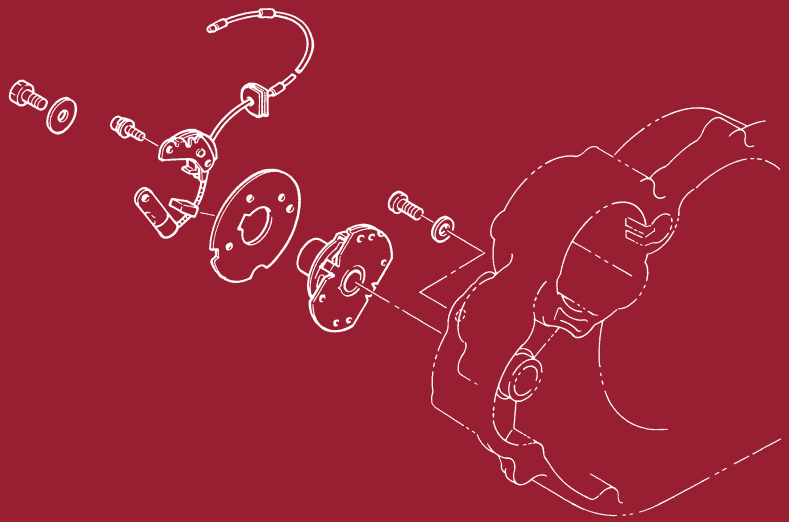


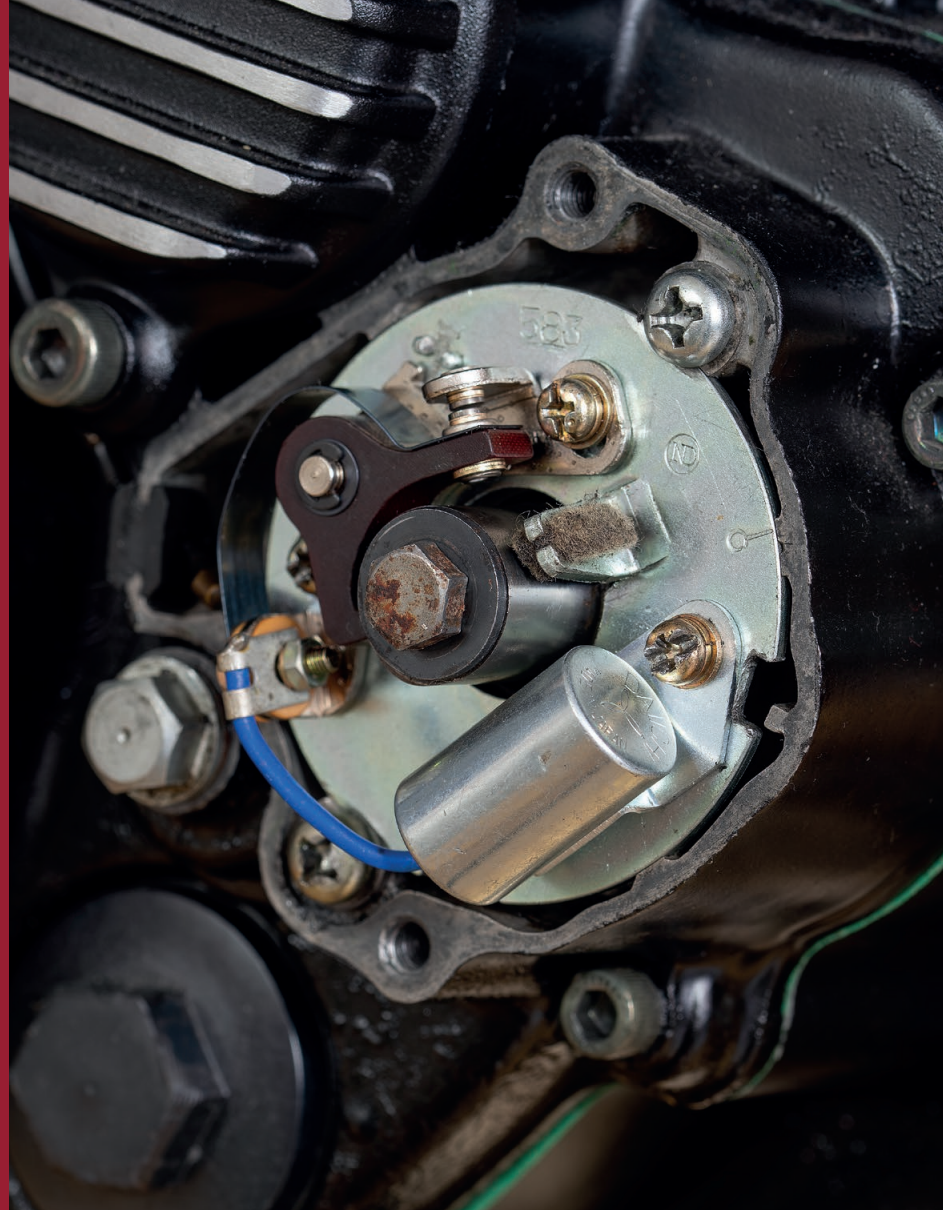




Not all oils are created equal! Owners of older machines, in particular, tend not to use the best oil for their needs. They often rely on outdated manufacturer specifications (some of which no longer exist!) or, for example, use the same oil for both their car and motorcycle. In a motorcycle, the oil is subjected to entirely different stresses than in a car. Unlike in a car, it must also lubricate the transmission and possess the necessary shear strength to do so. Other requirements also arise from factors such as RPM, engine temperature, and clutch compatibility. The question is not whether the engine will be damaged, but how much better and longer it can perform!

INTERRUPTERS & CENTRIFUGAL REGULATORS





IGNITION & ACCESSORIES

Description	Item No.
Replica breaker contact plate, stainless steel base plate with Daiichi contact, capacitor, and felt, ready for installation WITH cable and rubber gasket	11150-2
Connection cable for ignition contact	29286
Rubber grommet/rubber seal for wiring harness, ignition contact plate, single	29568
Shaft seal ring, centrifugal governor shaft	27328
Ignition control plug O-ring	27330
Thrust washer, ignition adjuster 15×9×1 mm	27848RP
Screw set for capacitor and contact (hex socket)	40216
Rubber cable grommet for alternator wiring harness	10242
Clamp/cable guide for breaker contact cable on clutch-side cover, 1 piece	28405RP
Cable guide for breaker contact cable, mounted on the oil hose connection in the centre of the engine	29063RP

How to Properly Adjust the Ignition on the XT500 – A Step-by-Step Guide

BREAKER CONTACT

Description	Item No.
Replica breaker contact	40004KD
OEM breaker contact	400040EM

Accessories	Item No.
Contact cover gasket	11030



Similar to the illustration

40004KD

CAPACITOR

- With a short cable (a long one causes space issues). Fits all models (6 V and 12 V)

Description	Item No.
Replica capacitor	40012
OEM capacitor	400120EM



TEST LAMP

- Suitable for 6–24 volts, helpful for setting the ignition timing. Detailed instructions for ignition timing are available in our online store

Description	Item No.
Test lamp	40305
Replacement bulb	40308



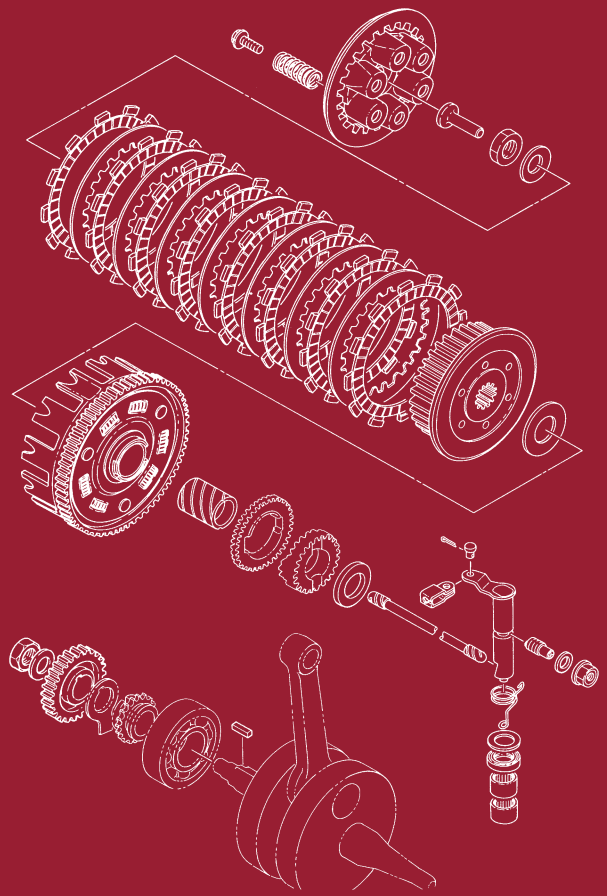
ENGINE OIL VALVE

- A defect can cause oil to constantly leak from the oil tank into the engine – the oil level can then no longer be determined correctly. Consists of the engine oil valve seat, the check ball, and a spring

Designation	Item No.
Engine oil valve	27595



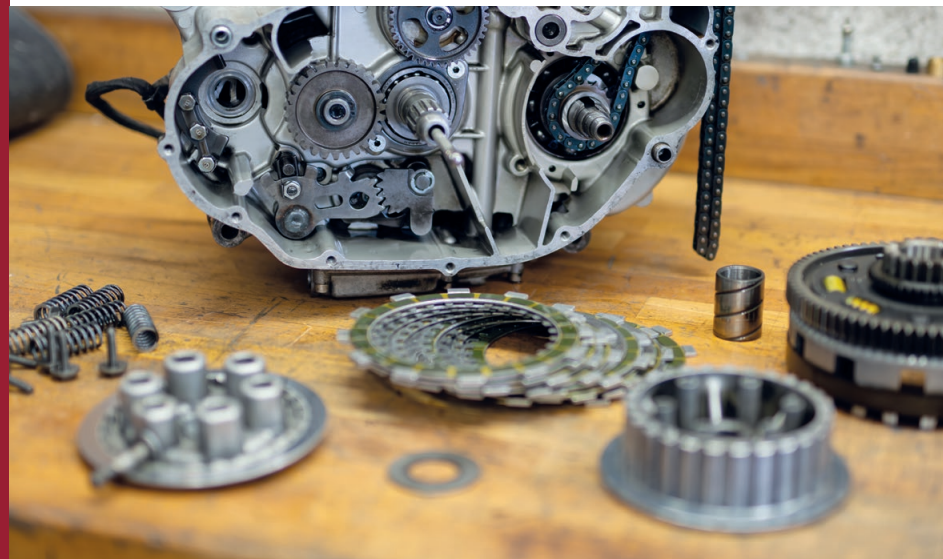
CLUTCH



CLUTCH DISCS & SPRINGS

- Top quality with a special lining compound for excellent traction and maximum durability

Description	Remarks	Item No.
Clutch lining set		90005
Clutch steel discs	1 piece 1 set (7 pieces)	90302 90303
Reinforced clutch spring set EBC	6 pieces	90006
Clutch springs (OEM), 6× required	1 piece	29280
Soft clutch spring (OEM), requires less hand force than standard, 6 × required	1 piece	29280-400
Screw with washer, 6 × required	1 piece	27591



CLUTCH OPERATION

- If the release lever cannot be adjusted correctly to the mark on the housing, the release lever, push rod, and pressure plate should be replaced
- For clutch basket removal, see our tool, item 60235

Designation	Item No.
Clutch push rod	27605
Clutch pressure mushroom	27599
Clutch release lever	10094
Bearing for clutch release lever (2× required)	28407
Matching shaft seal release lever (OEM)	27471
Matching shaft seal release lever (alternative)	27094
Return spring for clutch release lever	27863
Clutch cable mounting bracket	27778
Matching retaining pin (for Item No. 27778)	27777
Matching permanent split pin (spring pin, for item 27777)	28141
Matching split pin (for Item 27777)	27798
Washer for clutch release lever	28701
Eccentric locking screw	22368
Lock nut with shaft seal ring (for item 22368)	22371
Matching aluminium sealing ring (for item 22371)	27161
Pressure plate for clutch (OEM "Pressure Plate 2," between clutch hub/clutch basket), 50×25×2 mm	27103
Clutch basket holding tool, sturdy workshop quality, one-handed operation	60235



The push rod tends to break and then wears down quickly at the break point; on the input side, it gradually wears into the release lever over time, requiring the lever to be replaced. Note: Even minor visible wear can have a significant impact.

REINFORCED CLUTCH KIT

- Extremely high grip, almost like a dry clutch – no more clutch slippage. High-quality Kevlar friction plates with steel plates. A must-have for a tuned engine!

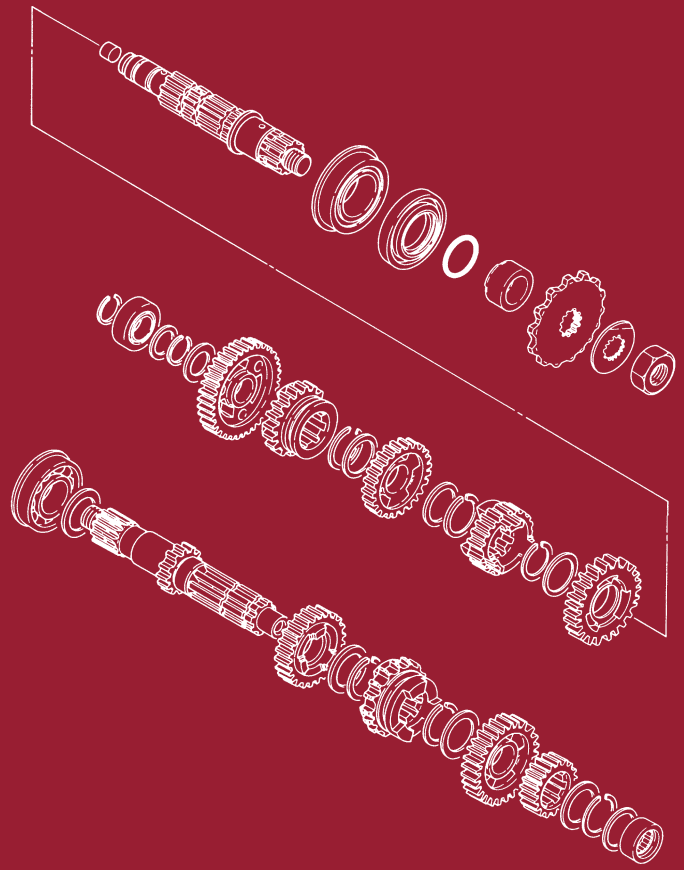
Description	Item No.
Kit with 8 friction discs and 7 steel discs	30271





If the clutch release lever can no longer be adjusted using the eccentric screw, the release lever, push rod, and pressure plate are usually worn out. In this case, the lever is positioned too far to the left of the mark on the housing (marked in white here), and the clutch operating force is very high.

TRANSMISSION



TRANSMISSION BEARINGS

• Genuine Yamaha Parts

Designation	Model	Right Item No.	Left Item No.
Main shaft bearing (A) ❶	-'80	10063	27229
Main shaft bearing (A) ❷	'81-	28075	27229
Screw Retaining Plate Main Shaft Bearing	all	27767	- - -
Thrust washer for Conversion of bearing from double-row to single-row ❸	see Note	28608	- - -
Auxiliary shaft bearing (B)	All	27230	27228

❶ Double-row main shaft bearing ❷ Single-row main shaft bearing ❸ Required if models up to 1980 are converted to the single-row main shaft bearing



10063



28075

The double-row bearing has two rows of balls arranged side by side. A distinctive feature is that it looks as if the bearing contains many small balls.



TRANSMISSION

• Genuine Yamaha Parts

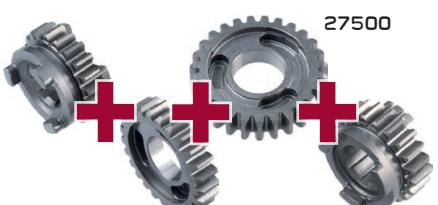
Description	Item	Drive Item No.	Output shaft Item No.
Main shaft	**2**	27592	– – –
Sub-shaft	**11**	– – –	10126
1st gear	**14**	– – –	28989
2nd gear	**8+18**	28992	28990
4th gear	**3+15**	27903	27906
Clutch plate	**1**	27521	– – –
Washer	**4**	28609	28609
Washer	**9**	27794	27794
Thrust Washer	**13**	– – –	28393
Snap ring	**5**	27900	27900
Retaining ring	**12**	– – –	28994
Set 3rd + 5th gear (**only available as a complete** set)	**6+16 7+17**	27500	27500



27903



27906

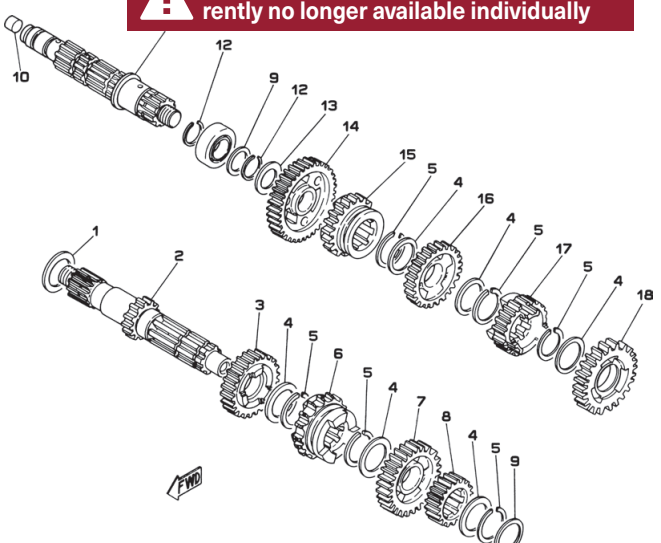


27500



27592

The gears for 3rd and 5th gears are currently no longer available individually



TRANSMISSION OUTPUT

• All of these replacement parts are accessible from the outside – without removing the engine
• For compatible chain sprockets, see the Rear Wheel section

Designation	Item No.
Shaft seal 35×62×5.5 mm	10140
O-ring, gear output shaft	10196
Bushing for standard 520 pinion	27520
Bushing for conversion to 530 sprocket	91042
Pinion retaining plate	91040
Pinion lock nut	91041



27520

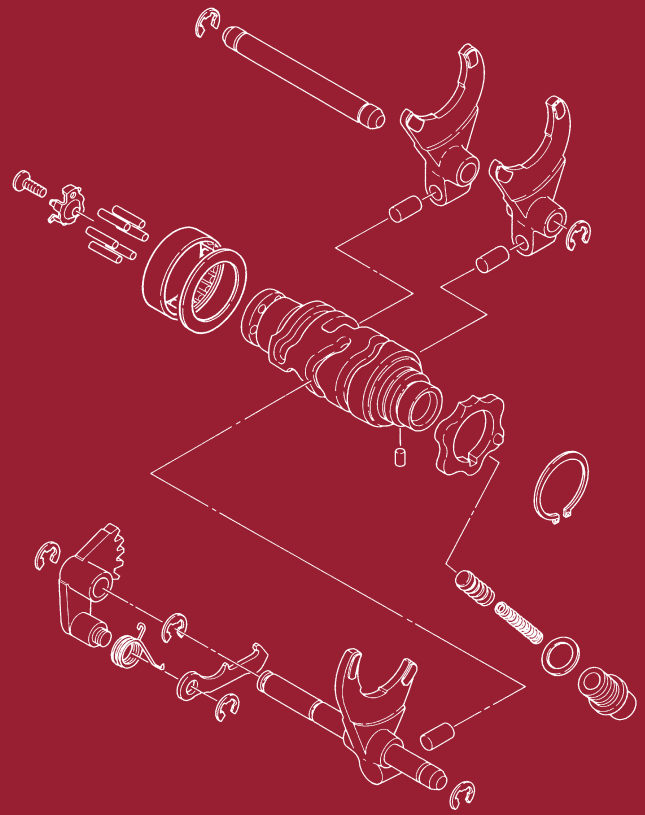


91041

Gear teeth should always be replaced in pairs

KEDO Youtube Channel: Which gear/clutch disc goes where?

SHIFT DRUM & SHIFT FORKS





SHIFT DRUM ACCESSORIES

Description	Item No.
Bearing for shift drum, TT500'79-, XT500'80-	28076
Spring for shift drum lever	28947
Retaining clip for shift drum	28897
Shift Cam Lever	28946



28076



28947



28897



28946

SHIFT FORKS & AXLES

Description	Item No.
Shift fork I, 2 × used	27241
Shift fork II, 1× used	27240
Axle for shift fork for 2 × fork Item 27241	28948
Shift fork axle for 1 × fork Item 27240	28949
Clip, 2 required per axle	27755
Shift cylinder lever	28133



27241



28133

SHIFT ROLLER LOCK

Description	Item No.
Stop sleeve	28682
Compression spring	28681
Seal for compression spring screw	28403
Screw for TT500 Compression Spring Mounting '79-	28679



28681



28682

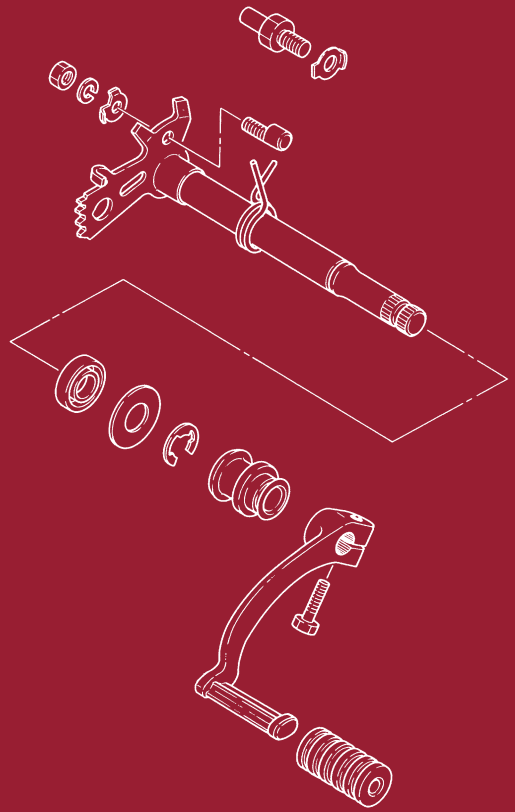


28403



28679

SHIFT SHAFT & SHIFT LEVER



SHIFT SHAFT & ACCESSORIES

Description	Item No.
One-piece shift shaft	21135
Matching retaining plate	29097
Matching return spring	21136
Shaft seal for shift shaft	21137
U-shaped washer	22360
Outer retaining clip	22395
Chain guard roller	10131

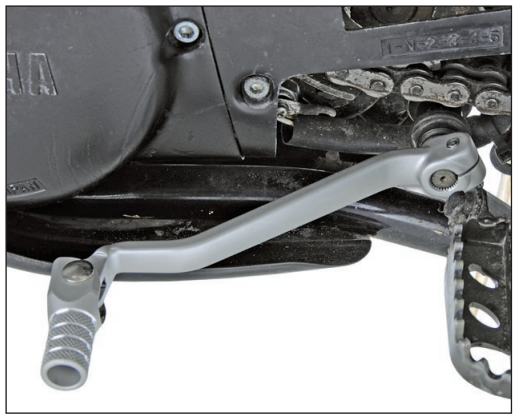




FOLDABLE SHIFT LEVER, FORGED ALUMINIUM

- Sturdy, foldable shift lever made of forged aluminium, 3 cm longer than the original, easy to operate with motocross boots
- Features knurling for better grip on the boot and solid teeth for a secure hold on the shift shaft
- **No shift lever rubber available**

Description	Item No.
Folding Shift Lever, Aluminium	21016SI



FOLDING SHIFT LEVER

- Sturdy, foldable steel design. Clamp with coarse-toothed teeth for a secure grip on the shift shaft. Colour: black
- **No shift lever rubber available**

Description	Item No.
Folding shift lever	21016

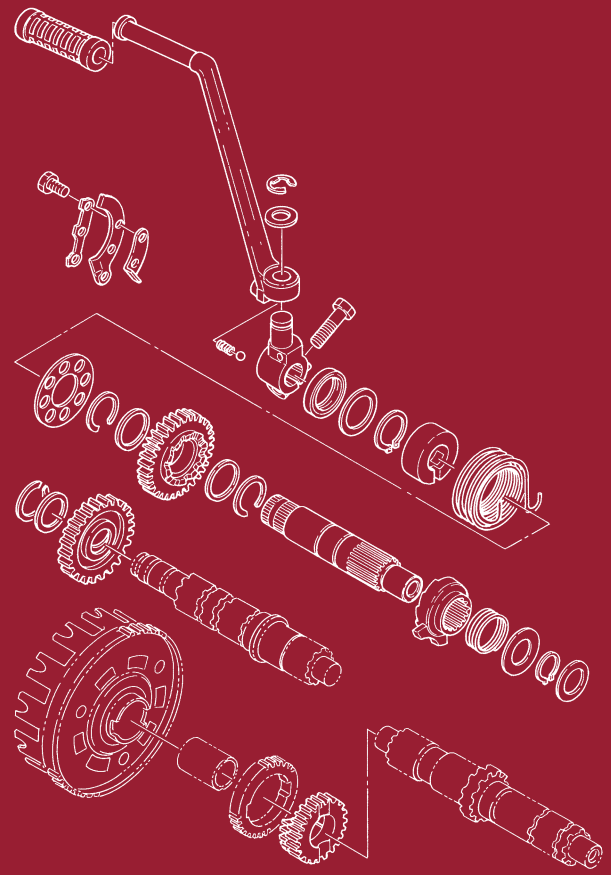


SHIFT LEVER

Designation	Note	Item No.
Replica Shift Lever	OEM-style design, chrome-plated, **with** rubber	40455
	OEM-style shape, black, **without** rubber	21017RP
Shift lever rubber	Replica	20111
	OEM	21019



KICKSTARTER



KICKSTARTER & ACCESSORIES

Description	Item No.
Complete kickstarter (SR design – XT500 is no longer available)	21033
Kickstarter rubber	10180RP
Kickstarter joint	10115
Small Parts Set (for worn-out kickstarters)	27420
Shaft seal, kick-start shaft	11033
Return spring	27546
Washer (on the shaft)	27998
Ratchet wheel	28488
Kickstarter shaft clip	27756



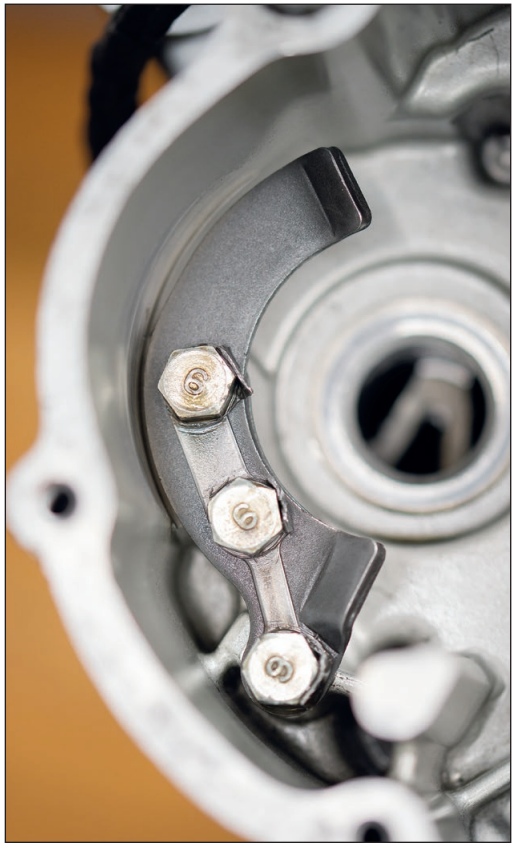
KEDO YouTube Channel:
Broken ratchet wheel?
Here's how to replace it

KICKSTARTER STOP PLATE SET

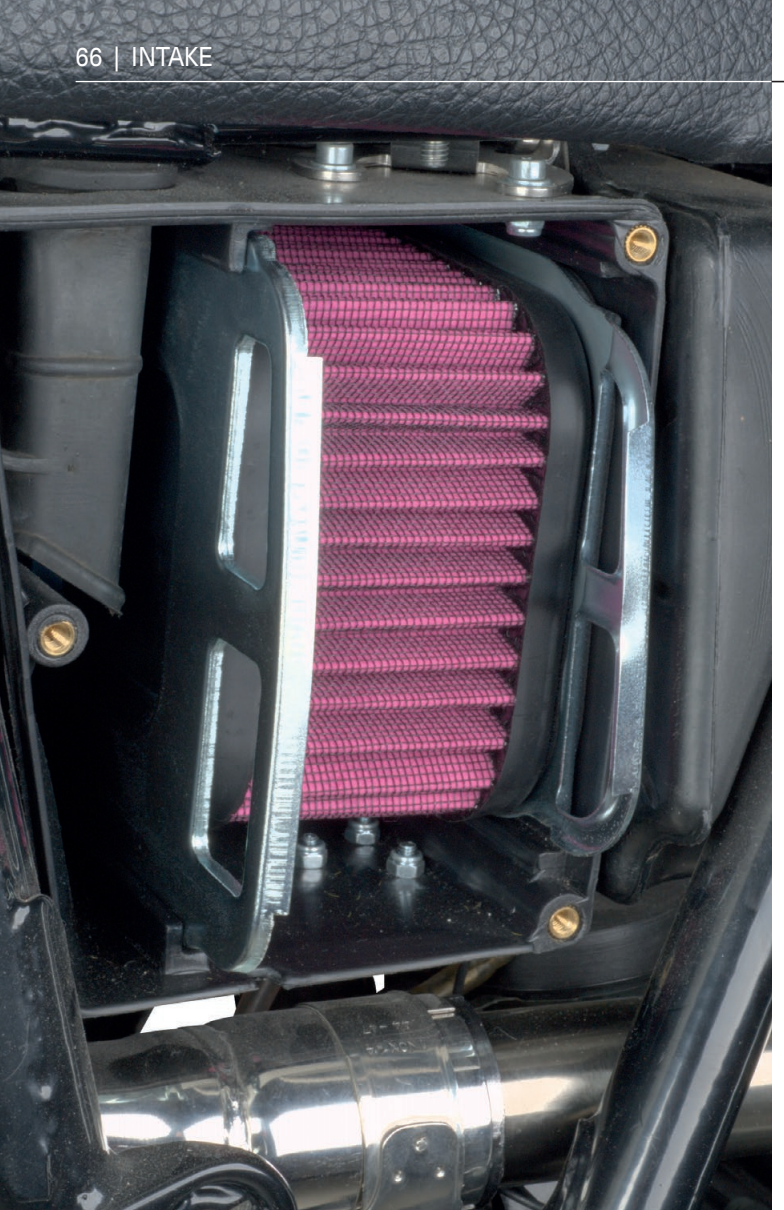
- Broken small parts can literally shoot through the engine and cause serious damage
- **Important: Always** replace the stop plate along with the guide and retaining plates!

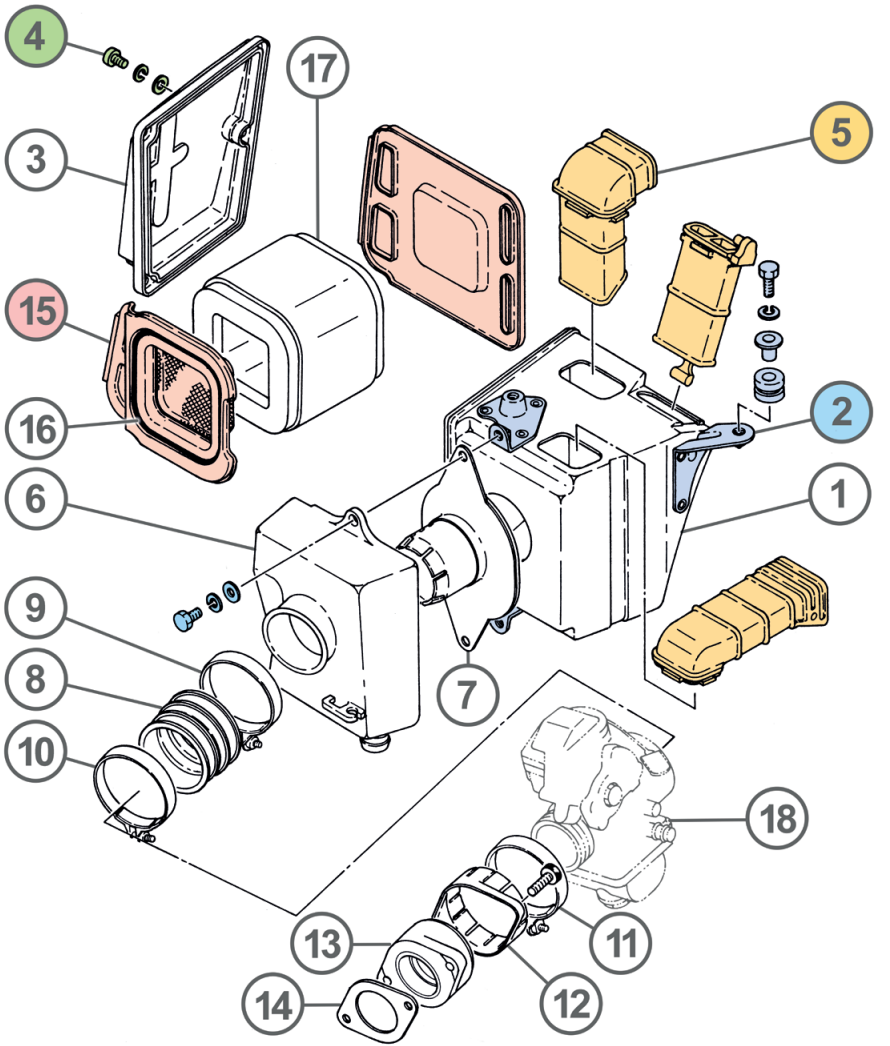
Description	Item No.
Three-piece stop plate set	28176





KEDO YouTube Channel:
How It Works and Replacing the Kickstarter Plate




4
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OVERVIEW OF THE INTAKE SYSTEM

#	Description	Item No.
1.	Air filter box	28621
2.	Air filter box mounting kit	28932
3.	Air Filter Box Cover	27913
4.	Air Filter Box Cover Screw Set	42008/ 42008RP
5.	Intake Snorkel Set	28801
6.	Front silencer	27966
7.	Reinforcement/Connection Air Filter Box	22361
8.	Rubber connector between front silencer and carburettor	27816
9.	Clamp for rubber hose, air filter box connection (clamping range 55–59 mm, width 8.5 mm)	22304RP/ 22310
10.	Clamp for rubber hose, carburettor connection (clamping range 61–64 mm, width 8.5 mm)	22309RP/ 22309
11.	Intake manifold clamp	22309
12.	Carburettor support	92033
13.	Intake manifold: – open, approx. 32/34 hp, incl. gasket 94010 – with 27 hp throttle plate (one-piece)	 90001 92005RP
14.	Intake Flange Gasket	94010
15.	Air filter mounting plates	22347
16.	Foam gasket for air filter plate	22591
	Rubber gasket for OEM air filter plate	22329

AIR LEAKS AND THEIR CONSEQUENCES

How does air leakage manifest itself?

The most common symptom of air leakage is that the engine speed drops slowly when you release the throttle. It can also cause backfiring during coasting. Throttle response is usually affected as well, and the engine gets very hot.

Common causes of air leaks

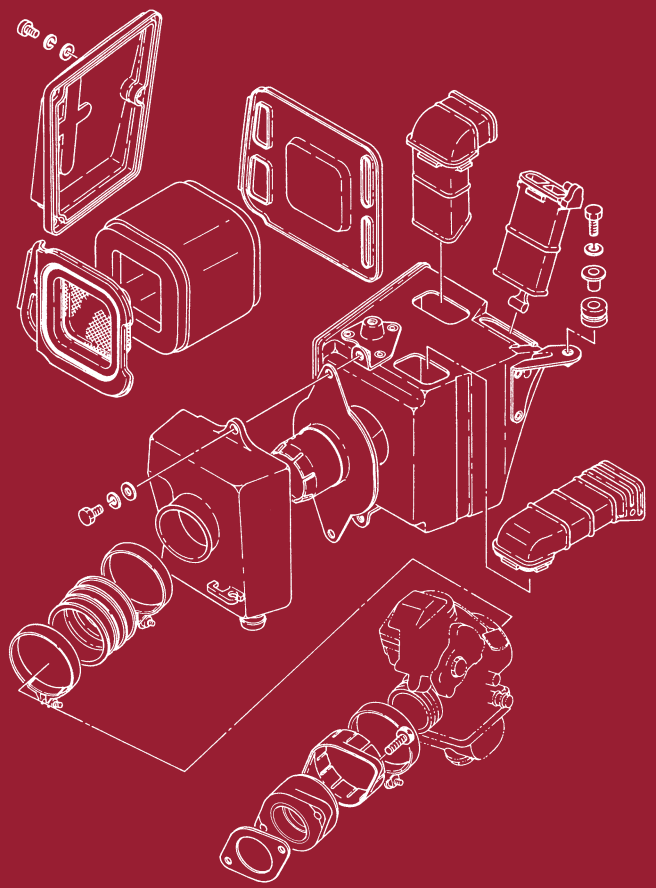
Leaks or cracked rubber components often prevent proper carburettor adjustment. A warped or melted air cleaner housing, filter plates that don't seal properly – the list of causes is long. Inside the carburettor itself, all passages must be clear and all gaskets intact. After endless tuning attempts, a complete overhaul – including replacement of all wear parts – is often the only solution.

Here is a short list of the most common causes:

- The connection between the pre-silencer and the air filter box cracks over time, allowing outside air to enter.
- The "connecting wall" of the pre-silencer on the air filter box bulges over the years, creating a leak between the pre-silencer and the air filter box.
- If the neoprene gasket on the "connecting wall" of the pre-silencer/air filter box has partially disintegrated or disappeared entirely, this area is no longer sealed.
- If the connecting rubber between the carburettor and the air filter box pre-silencer is installed upside down, it does not seal properly.
- If the intake manifold is installed upside down, the carburettor does not sit properly in the manifold's groove, allowing secondary air to enter.

The worst consequences of air leakage are overheating and the risk of a seized piston!

INTAKE



AIR INTAKE SNORKEL KIT

- Three-piece complete set as a replacement for the original parts, which are no longer available. Fits the original air filter box or the KEDO replacement part, item no. 28621
- Perfect replica, makes carburettor tuning easier and puts an end to DIY solutions
- Can be combined with the stock air filter and all aftermarket air filters
- No registration or TÜV required

Designation	Item No.
Intake Snorkel Set	28801



KEDO REPLACEMENT AIR FILTER

- More responsive intake thanks to up to 40 percent higher airflow
- Unique, impregnated cotton fabric with a special mesh structure, providing a larger surface area for optimal, smooth intake air and improved filter performance with reduced flow resistance.
- Can be washed many times – under normal road conditions, the filter must be washed for the first time after 80,000 km (which corresponds to a 2–3 mm thick layer of dirt!)
- Not subject to TÜV registration; installation is performed in place of the original filter using the original mounting brackets
- Delivered dry; please oil with K&N air filter oil before installation

Model	Item No.
TT500, XT500	**91368RP**



AIR FILTER

- Excellent build quality with high airflow
- Delivered dry; requires air filter oil or, alternatively, engine oil
- Air filter oil is stickier and, compared to engine oil, has a better filtering effect, especially on small dust particles
- For oiling and cleaning, we recommend the TwinAir products, items 91183/91182

Model	Item No.
XT500	**33048**
XT500 (OEM)	**12040**



TWINAIR AIR FILTER

- Dual-layer design, two-layer coarse/fine foam, captures even the smallest particles while maintaining high airflow
- The individual layers are bonded using an innovative micro-adhesive process
- Washable and reusable (approx. 40–50×), requires air filter oil (see Item 91183/91182)

Model	Item No.
XT500	**33057**



OFF-ROAD AIR FILTERS

- Thanks to the combination of separate coarse and fine foam filters, these air filters are ideal for off-road use
- The filter elements are washable and reusable
- Delivered dry; requires air filter oil or, alternatively, engine oil
- For oiling and cleaning, we recommend TwinAir products, items 91183/91182

Model	Version	Item No.
TT500, XT500	3-piece with mesh base	33054



AIR FILTER GRILLE

- Used to reinforce the foam air filter

Note	Item No.
Grille for air filters 12040, 33048, 33057	10204



AIR FILTER RETAINING PLATE SET

- The brackets are required to install the foam air filter into the air filter housing using the air filter screen

Description	Item No.
Air Filter Retaining Plate Set	22347



INTAKE MANIFOLDS & GASKETS

- Only an intact intake manifold prevents the intake of outside air and thus dangerous fuel-air mixture

Model	Remarks	Item No.
XT500 all	27 hp	92005RP
	open, incl. gasket	90001

Gasket for intake manifold	Item No.
TT500 and XT500; Material: Paper	94010



INTAKE MANIFOLD REINFORCEMENT

- Protects the intake manifold from heat and vibration cracks
- Only compatible with the OEM clamp (item no. 22309); the replica clamp does not fit here

Description	Item No.
Intake Manifold Reinforcement	92033



A breath of fresh air for TT/XT – the intake manifold with all parts on moto.kedo.de

HOSE CLAMP FOR INTAKE MANIFOLD & AIR FILTER BOX

- The metal reinforcement (item no. 92033) should also be used on the intake. If this is not used, please select the replica clamp (item no. 22304RP), which protects the intake manifold thanks to its U-shaped profile;

Clamping range	Note	Item No.
55 – 59 mm	Replica	22304RP
55 – 59 mm	OEM	22310
61 – 64 mm	Replica	22309RP
61 – 64 mm	OEM	22309



AIR FILTER BOX – RUBBER CONNECTOR

- If this rubber is defective, the fuel mixture becomes dangerously lean
- Note: Pay attention to the installation direction – the side with the wide groove snaps into the pre-filter housing's connection

Model	Item No.
TT/XT500 all	27816



AIR FILTER BOX COVER

- An intact cover is important to prevent air leaks and ensure that the air filter is properly secured in the housing
- Faithful reproduction

Description	Item No.
Air filter box cover	27913
Screw set, internal hex	42008
Phillips screw set	42008RP



AIR FILTER HOUSING

- Faithful reproduction of the original part, which has long been out of production yet remains so important
- An intact air filter box is essential for the safe operation of the engine and to maintain road-worthiness. Indispensable for restoration!
- Delivered without the mounting plates riveted to the original; please reuse them from the old part if possible, or order them separately if needed (item no. 28932)

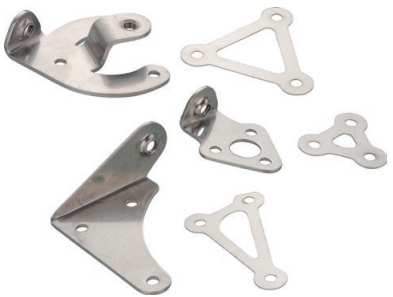
Description	Item No.
Air Filter Housing	28621



AIR FILTER BOX MOUNTING KIT

- Mounting plates for exterior and interior. Complete with rubber mounts, bushings, screws, and rivets for optional mounting of the mounting plates (the example image shows mounting with rivets) and washers

Description	Item No.
Air Filter Box Mounting Kit	28932





Sample image – (Supplied without air filter box)

FRONT MUFFLER AND AIR CLEANER BOX

- Over time, heat and gasoline vapors cause the front silencer to harden and become brittle, allowing the engine to draw in unwanted air at this point. Genuine part, fits all TT500 and XT500/S models

Description	Item No.
Front silencer air filter box	27966
Replacement gasket for front silencer	26606



AIR FILTER BOX REINFORCEMENT

- Mounts on the front silencer of the air filter box, reinforcing the rubber connector
- Delivery includes foam rubber gasket

Description	Item No.
Reinforcement for air filter box connection	22361
Matching replacement gasket	26607



KEEP IT ALIVE **WITH KEDO**



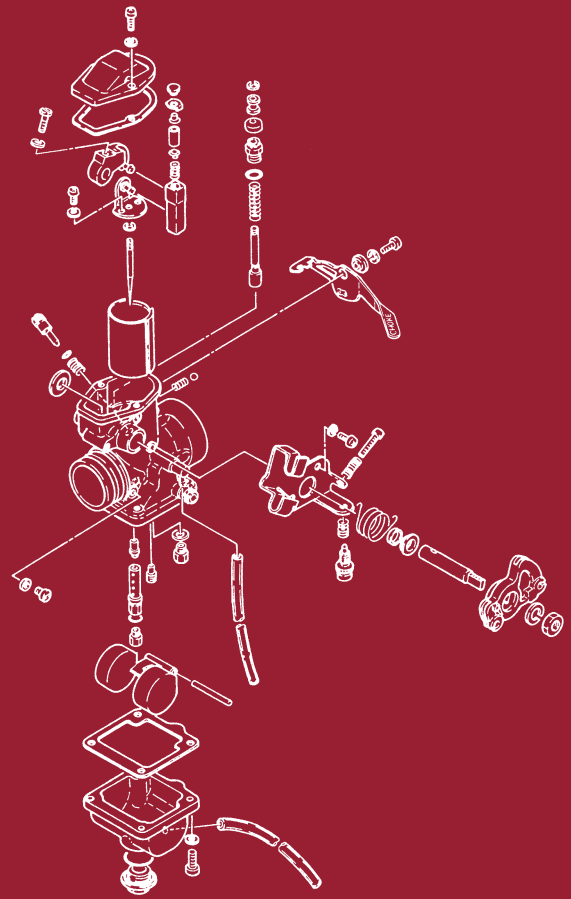
Old love never rusts. The Yamaha XT500 is more than just a motorcycle: it's a memory, a personality, and a loyal companion over the decades.

KEDO provides you with the right parts and the know-how to ensure your XT remains exactly what it always was – unmistakable.

Whether it's your first big tour or countless miles later: there's always something to maintain, improve, or rediscover. And that's exactly where the appeal lies.

Keep your XT alive – with KEDO.

CARBURETTOR

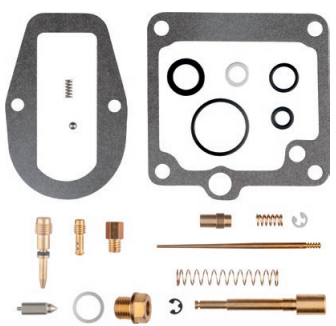


KEDO CARBURETTOR REBUILD KIT

- OEM quality at a fraction of the original price; items 94038/94040 fit the Mikuni VM32SS stock carburettor

Model	Jet Size	Item No.
XT500'76	HD210, LD35	**94040**
XT50077'-	HD230, LD25 ❶❷	**94038**
Mikuni TM36/TM40	without HD/LD	**94018**

❶ *Early XT500 models have HD220, LD30*
❷ *From 1981 onward, also required: O-ring for float chamber drain screw (Phillips) Item No. 29149*



94038

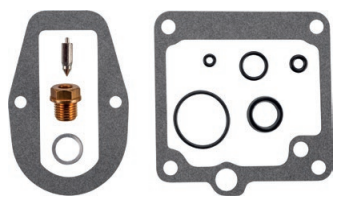


For rebuilding at home, we recommend the ERC carburettor cleaner (item no. 40617). This can be used to prepare a cleaning solution for the carburettor. The liquid can be reused multiple times.

CARBURETTOR REPAIR KIT

- Includes float needle valve, gaskets, and O-rings

Model	Item No.
TT500, XT500	**94008**
XT500 US models from 1978 onward	**94009**



94008

NOZZLE ASSEMBLY/ MAIN INJECTOR

- A useful addition to our rebuild kits

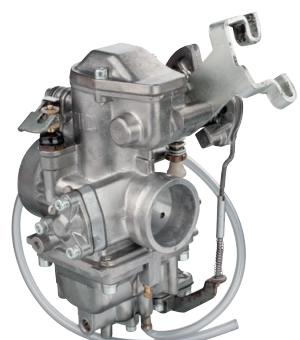
Model	Item No.
TT500, XT500 (including US models)	**27629RP**



CARBURETTOR REBUILD BY KEDO

- Thorough cleaning and inspection of all components. Gaskets, O-rings, sealing washers, and screws are replaced. We use only high-quality, new replacement parts and genuine parts
- Replaced parts include the main jet, idle jet, needle valve, float needle valve, and idle adjustment screw – a KEDO rebuilt carburettor is virtually like new, and we offer a one-year warranty on our work
- If the throttle valve, float, or housing parts are worn or damaged, we will consult with you
- Repair time: approximately 20 working days

Model	Item No.
TT500, XT500	**DL72XT5A**



We completely disassemble your original carburettor and clean all components in a special solution using an ultrasonic bath. After reassembly, the carburettor is adjusted according to the manufacturer's specifications.

FLOAT & NEEDLE VALVE

Item	Remarks	Item No.
Float with shaft	XT500 US model with accelerator pump	27245
Float with shaft	XT500 with Mikuni VM32SS stock carburettor	27838RP
Float shaft/pin (OEM)	XT500 all	28225
Float needle valve with seat (OEM)	XT500 all	27840



27838RP

FLOAT CHAMBER

Article	Remarks	Item No.
Float chamber gasket	TT500, XT500	27119
Float chamber gasket	XT500E/F US Model '78-	30179
Carburettor Screw Set (Phillips)	XT500 with Mikuni VM32SS stock carburettor	40060RP
Carburettor Screw Set, Hex	XT500 with Mikuni VM32SS stock carburettor	40060
Drain screw SW17 mm	XT500-'80	27923
Drain plug SW14 mm	XT500-'81-	28476
Gasket	for 27923/28476	30127
Side drain plug	XT500'81-	27017
Gasket	for 27017	29149
Hose for float chamber overflow	black, approx. 95 cm long	29487RP



27017



27923



28476

CHOKE & CONTROL

Item	Item No.
Choke piston with spring ❶	32398
O-ring for choke piston (for item 32398) ❶	27001
Choke Piston Clip ❶	28577
Rubber cap for choke mechanism	29569
Choke lever, stainless steel	20002
Choke lever mounting bushing	27928
Screw for Choke lever Mounting	7985060128
Ball Choke Lock ❶	27061
Spring for choke lock ❶	27062
Choke lever driver on the choke piston	32206

❶ ***Included in the KEDO Carburettor Rebuild Kit***



20002

*When searching for items in the online store, use the "Carburettor Type" **filter** to find specific replacement parts for your Mikuni VM32, VM34, TM36, etc.*

THROTTLE SHAFT GASKET

- This gasket complements our rebuild kits; it is located on the outside of the carburettor housing
- When replacing, also check the plastic washers (item no. 29464/29465) on the throttle shaft

Designation	Item No.
Washer for special gasket	28588RP
Special sealing ring for carburettor shaft	28500



Tip: When the carburettor is set too lean, people usually just replace the main jet. However, the main jet only starts to have an effect once the throttle is half-open. Below that point, the idle jet is the primary factor determining the fuel-air mixture and, consequently, the throttle response!

Factory settings for open intake manifolds: Yamaha used idle jets in sizes 35 (1976), 30 (1977–79), and 25 (internationally from 1978 onward). Main jets were factory-installed in sizes ranging from 210 to 230; the first models were tuned slightly leaner (210/220), and starting in 1978, the 230 was typically the standard.

IDLE & MAIN JETS

- If the engine is sluggish in response to the throttle and/or "stalls," or if there is "exhaust backfiring," adjusting the idle jet often works wonders

Size	Item No.
Idle jet # 22.5	40238
Idle jet # 25	27964
Idle jet # 27.5	27963
Idle jet # 30	27965
Main jet # 210	B2100
Main jet # 220	B2200
Main nozzle # 230	B2300
Main nozzle # 240	B2400



Additional jet sizes and even more carburettor parts are available in the online store

DIAPHRAGM US MODELS

27986



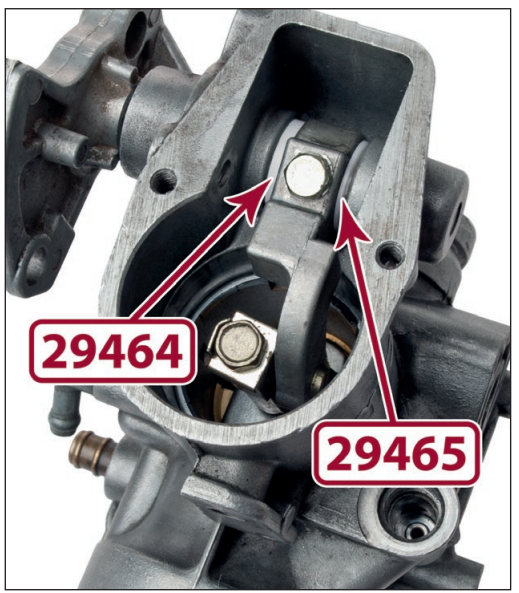
- The Air-Cut valve, accelerator pump, and safety valve were used in the US on the XT500 starting in 1978

Item	Item No.
Air-Cut valve with housing, complete	27985
Diaphragm set for AirCut valve (use existing small parts)	41512
AirCut valve gasket, single (not the diaphragm)	40902
Seal washer for bolt Air-Cut valve	40989
Accelerator pump diaphragm, pin 13.4 mm long, XT500 '79	27986
Accelerator pump diaphragm, pin 12.0 mm long, XT500 '80-'81	28696
Safety valve, accelerator pump, XT500 '79	27982
Safety valve for accelerator XT500 '79 (OEM)	279820EM
Accelerator pump safety valve XT500 '80-'81 (4-point mounting)	28195
Spring set for all diaphragms XT500 '78–'79	28263
Small parts for accelerator pump linkage	28363

PLASTIC SPACER DISC FOR THROTTLE VALVE SHAFT GUIDE

- Always install both washers to ensure proper guidance!

Model	Item No.
Plastic spacer, 2.3 mm, throttle lever shaft (LH)	29464
Plastic spacer, 0.8 mm, throttle lever shaft (RH)	29465



IDLE ADJUSTMENT SCREW (MODELS UP TO 1978)

- Faithful reproduction, compatible with the early model years of the XT500
- The spring is also used for the upper throttle stop on all model years. Suitable for XT500 -'78

Description	Item No.
Adjustment screw, zinc-plated brass	27563RP
Spring for adjustment screw	27994



IDLE ADJUSTMENT SCREW (1979 AND LATER)

- Idle adjustment screw as a replacement for a defective "Warm Start" screw, but without its additional warm start function
- Improved knurling, making operation easier even when wearing gloves; precision CNC-machined; nickel-plated brass
- Fits XT500 '79-, TT500

Description	Item No.
Adjustment screw, nickel-plated brass	28460
Spring for adjustment screw, zinc-plated	27008



CARBURETTOR HEAT SHIELD

- Keeps engine heat away from the float chamber and prevents heat radiation from the cylinder from heating the fuel, thereby preventing the formation of vapour bubbles, which in turn can lead to a loss of power and/or engine damage
- Delivery includes intake flange gasket and mounting hardware
- Compatible with the original Mikuni VM32/ VM34 carburettor

Description	Item No.
Heat shield, black coated	30221



CARBURETTOR TOOL

Description	Item No.
Main jet replacement tool	32286
Idle jet replacement tool	32000
Ring spanner for both float chamber drain screws SW14/17	31168



IDLE ADJUSTMENT SCREW

- Genuine Mikuni or Yamaha replacement parts

Description	Item No.
Air adjustment screw	277790EM
O-ring for air adjustment screw	27780
Spring for air adjustment screw	27785



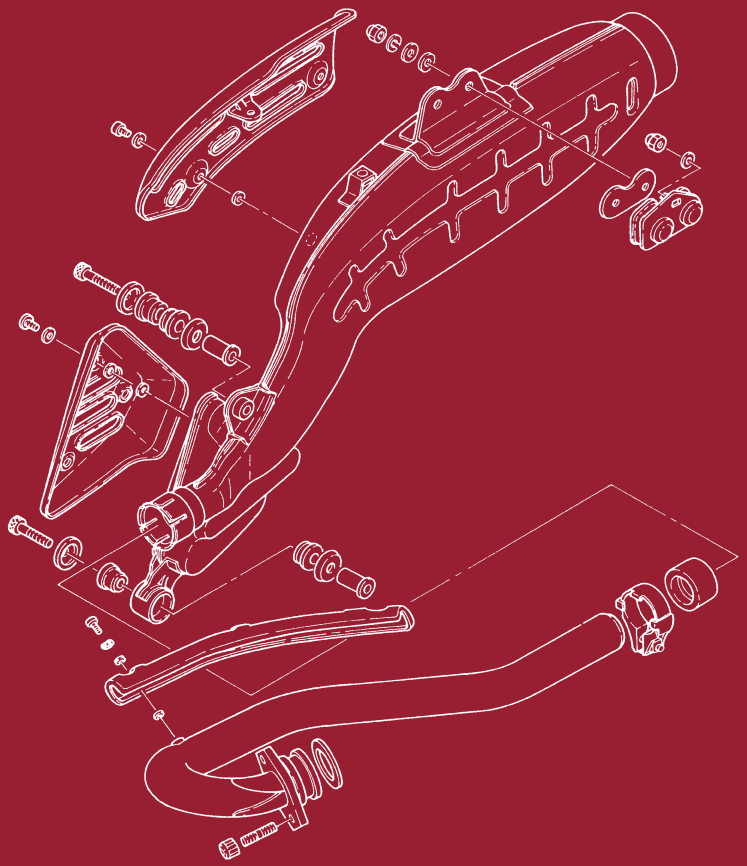
HOT-START BUTTON

- The complete hot start mechanism is no longer available, but it can usually be restored to working order. To ensure proper operation, we offer the plastic hot start button individually as a replacement part

Description	Item No.
Hot Start Button	27996



EXHAUST



REPLICA MUFFLER FROM 1977 ONWARD

- Original shape, essential for any authentic restoration
- Made of stainless steel inside and out – no more rust!
- Available in bare finish or with a high-heat-resistant matte black coating
- Mounting and attachment points match the original; fits both original and our replica heat shields
- Delivered without mounting parts and heat shields; reuse these from the old part or order them separately if needed
- Performance and sound level similar to the original; TÜV approval is generally not required
- All mufflers are generally compatible with models from 1977 to 1989







XT Version International

Model	Item No.
uncoated	29177R
Black coated	29152



XT Version for DE & CH

Version	Item No.
uncoated	29200R
Black coated	29256RP



XT Version with short, angular outlet

Version	Item No.
uncoated	29170R
Black coated	29151



TT Version (without flame box)

Version	Item No.
uncoated	29171R
Black coated	29175



REPLICA MANIFOLD FROM 1977 ONWARD

- The alternative to the original part, which is no longer available and prone to rust!
- Intricately crafted replica manifold with an outer diameter of 36 mm and the original contour; even the pipe overlap at the flange has been faithfully reproduced
- Milled high-grade stainless steel flange with an attractive appearance similar to the original
- The original heat shield can be reused. Without TÜV

Version	Item No.
Stainless steel, black, high-temperature-resistant coating	92026RP
Polished stainless steel	92026A



Our mufflers and exhaust manifolds can be ordered with a black coating. This is a special high-temperature coating that requires a two-stage heating process (baking) after installation. We include instructions for this process, which also contain care instructions.

HEAT SHIELDS (REPLICAS) FROM 1977 ONWARD

- Replicas of original parts no longer available; black-coated or polished stainless steel

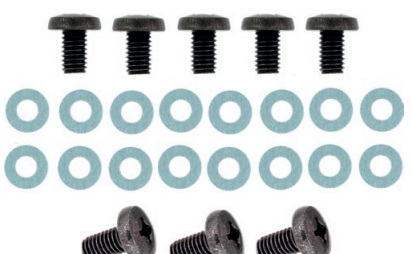
Heat shield for	black Item No.	polished Item No.
Rear silencer from 1977, TT500, XT500 (long)	92043RP	92611
Flame box XT500 from 1977 (triangular)	92044RP	92612
Manifold (narrow/ elongated)	92041RP	92615



MOUNTING KIT FOR HEAT SHIELDS (MODELS FROM 1977 ONWARD)

- Screws and heat-resistant insulating washers (reduce heat transfer to the heat shield) for all three shields
- One washer is positioned in front of the heat shield per screw, the other behind it

Description	Item No.
VA mounting kit with polished stainless steel screws	92616
Mounting kit with black zinc-plated OEM screws	92616S



EXHAUST ACCESSORIES FROM 1977 ONWARD

Description	Item No.
Manifold gasket	91006
Heavy-duty manifold gasket	29250RP
Rear silencer gasket	91317
Exhaust stud, extended threaded end, 1 piece	29528
OEM Manifold Stud	21333
Manifold stud, longer outer end	21332
Chrome-plated hex socket manifold nut (OEM), 1 piece	91309
Hex socket manifold nut, stainless steel (heavy duty), 1 piece	30223
Exhaust clamp 44–47 mm, 20 mm wide, chrome-plated	90308CR

Description	Item No.
Exhaust bracket between muffler and frame, incl. heat shield	28551KD
Heat shield gasket for OEM-muffler mount	28549
Expansion chamber bushing, 1 pc., 2× required	27968
Washers for bushing 27968, 1 piece, 2× required	27971
Expansion chamber damping rubber, 1 pc., 4× required	10081
Washers, flared, outer side on rubber 10081, 1 piece, 2× required	27969
M8 silencer mounting bolt M8×50 mm, 1 piece, 2× required	28226



28551KD



27971



27969



10081



27968

MUFFLER END CAP

- Replica of the end cap, which is no longer available, suitable for all TT500 models from 1977 onward, the US version of the XT500 (all model years), and some European models (original muffler with bolted end cap)
- The steel version can also be used to repair original mufflers, provided the user has the necessary welding skills

Description	Item No.
Stainless Steel Muffler End Cap	**29544**
Steel muffler end cap	**29544ST**



29544



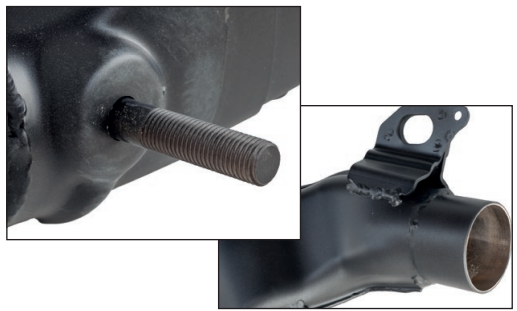
29544ST

XT500 1976 EXHAUST MANIFOLD

- Complete exhaust manifold system including stainless steel front silencer with special high-temperature coating
- Connection diameter 42 mm (original diameter 43 mm), fits without a gasket on muffler item no. 28046RP

Model	Item No.
XT500 1976	**41981**





1976 XT500 MUFFLER

- Reproduction of the exhaust from the first XT500 with the low-mounted header system
- Unlike the US version, the European version has a permanently welded, non-removable end cap
- **Item 29441RP:** Steel muffler with heat-resistant paint finish; shipped without small parts or bracket
- **Item 28046RP:** Stainless steel muffler with heat-resistant special coating, delivered including muffler bracket and clamp. Connection diameter 42 mm, fits only manifold system Item 41981

Description	Item No.
XT500 1976 European version (Type 1N5)	**29441RP**
XT500 1976 US version (Type 1E6 with removable end cap)	**28046RP**



XT500 1976 EXHAUST ACCESSORIES

- Due to differences in suppliers and manufacturing methods, we recommend matching all parts to each other and painting them uniformly with thermal paint (Item 51016) to achieve a perfect result
- Colour variations and minor surface imperfections do not constitute grounds for a complaint
- Available while supplies last

Description	Note	Item No.
Manifold gasket	Standard Heavy Duty	91006 29250RP
Muffler gasket		91317
Heat shield for flame box	TT500'76 only	29548
Internal heat shield/ flame box	TT/XT500'76	29549
Heat shield for flame box	XT500'76 only	29547
Heat shield for muffler	XT500'76 only	27224RP
Muffler bracket, simplified design	XT500'76 only	27215KD
Mounting kit for muffler bracket to muffler		22715
U-shaped washer, flared		28029RP
U-shaped washer with bushing		28027RP
Rubber damper	4 pcs. required	29444

Description	Note	Item No.
Replacement End Cap for Muffler, Item No. 28046RP	US model only (XT500'76)	27216RP
Chrome-plated OEM muffler clamp		28023


28027RP


28029RP


27215KD


27216RP


27224RP


29548


29549


29547

W2 MUFFLER CLAMP

- Stainless steel exhaust clamps are rust-proof and last longer than the original – and are significantly more affordable. 20 mm band width with galvanised fasteners

Designation	Size	Item No.
Stainless steel clamp 1976	51 – 55 mm	90309
Stainless steel clamp from 1977 onward	44 – 47 mm	90308

HD STAINLESS STEEL END CAP CLAMP

- Made entirely of stainless steel, 20 mm band width, very compact screw mechanism

Designation	Size	Item No.
HD stainless steel clamp for 1976 models	48–54 mm	90115–52
HD stainless steel clamp for models from 1977 onward	44–50 mm	90115–48


90308


90115–52

OVAL STAINLESS STEEL MUFFLER

- Includes dB killer, intermediate pipe with 35-mm manifold connection, and mounting hardware
- For off-road use only; not street legal

Model	Item No.
Stainless steel oval muffler	90032



SEBRING MUFFLER

- The classic for the XT500, now produced exclusively for us
- For nearly 40 years, this muffler has been synonymous with a deep sound, a harmonious appearance, and excellent performance combined with long-lasting durability
- Now manufactured entirely from stainless steel, including the internal components. The muffler is lighter than the original, and the silencer insert can be removed or modified for sport use
- The manifold connection dimension is designed for use with the original gasket (see item no. 91317; please order it at the same time if necessary)
- With EC type approval

Description	Item No.
SEBRING muffler	90002



SEBRING REPLACEMENT PARTS

Description	Item No.
Stainless steel silencer insert for Enduro II (silencer with aluminium jacket)	90053
Stainless steel silencer insert for current stainless steel muffler, Item 90002	90059
Mounting clamp for Enduro II muffler and current stainless steel version	90054







STAINLESS STEEL MANIFOLD

- Completely rust-proof, simple and attractive, compatible with the original muffler or our ABE-approved mufflers
- No sealing issues, as the original manifold and muffler gaskets fit
- Outer diameter 38 mm, with mounts for the original heat shield
- Available in brushed stainless steel or with a high-temperature-resistant black coating
- Fits all TT/XT500 models from model year '77 onward, without TÜV

Version	Item No.
polished	91325
black	91325S

Accessories

Description	Item No.
Stainless steel heat shield	40127



With KEDO HD elbow flange

STAINLESS STEEL POWER MANIFOLD

- 41.5 mm diameter ensures – especially in combination with other tuning measures – noticeably more power in the mid- and high-rpm ranges
- Compatible with original and KEDO X-Trapp mufflers (requires modifications for BSM, Sebring, or SITO mufflers); features a high-temperature flange; suitable for all TT/XT500 models from 1977 onward
- Available in brushed stainless steel or with a high-temperature-resistant black coating – completely rust-proof
- Not TÜV-approved

Model	Item No.
polished	92004
Black coated	92004S

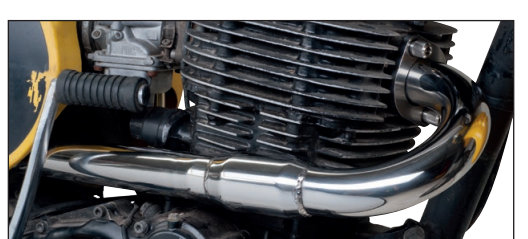


POWERBOMB PERFORMANCE MANIFOLD

- With a 1980s-style "Powerbomb," it increases the volume and backpressure of the exhaust system, thereby tending to affect torque and sound
- Diameter 38 - 49 - 38 - 35 mm. Individual registration required, as it is not TÜV-approved and is intended for off-road use only
- Fits TT500 '77-, XT500 '77- (manifold/muffler gasket, item no. 91317, fits); the original heat shield does not fit

Description	Item No.
Stainless Steel Performance Manifold	91392





MARVING MUFFLER

- Understated, sleek design, subtle sound
- Good power delivery, acceptable build quality
- Black-painted steel
- Unfortunately, the original rear heat shield only fits with modifications – we offer perfectly fitting heat shields in two versions as an alternative – see items in the next column
- With TÜV certification

Model	Item No.
XT500'77-	**91333**

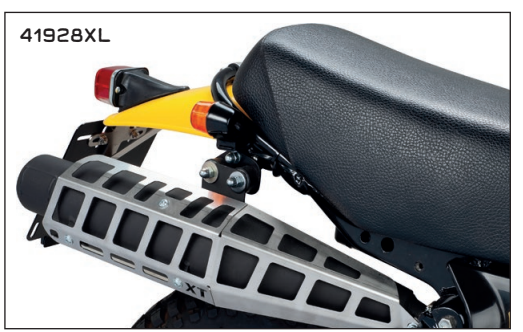


MARVING HEAT SHIELDS

- Fits Marving muffler, item no. 91333
- Made of 1.5 mm stainless steel, available in two different sizes

Model	Item No.
Heat shield "Basic"	**41928**
Heat shield "Travel"	**41928XL**





"X-TRAPP 3" MUFFLER

- KEDO redesign, in which the well-known weaknesses of the original model have been systematically eliminated
- Slip-on muffler with individually adjustable disc system and aluminium end cap
- Includes: Slip-on stainless steel muffler with 8 discs (6 installed, 2 spares), stainless steel connecting pipe, exhaust gasket, two stainless steel clamps, mounting hardware and instructions, and a manufacturer's certificate
- Includes manufacturer's certificate for potential individual approval

Description	Item No.
KEDO X-Trapp 3"	**91401**

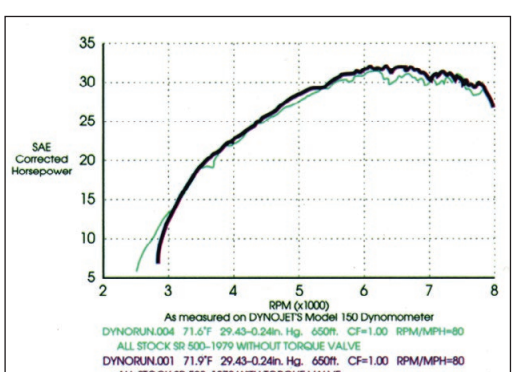


PERFORMANCE KIT

- Noticeably more low-end torque; peak power and torque remain virtually unchanged, but both are available earlier. Compatible with our performance manifolds (smooth out any weld seams in the intake area if necessary)
- Installed between the cylinder and the manifold

Description	Item No.
Power insert for performance manifolds	30554

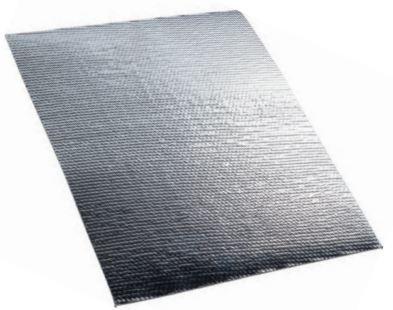




HEAT SHIELD

- Protects the side cover from melting – fitted as standard on the XT right side cover. Self-adhesive version

Dimensions	Item No.
Approx. 200×250 mm	90344





Installation example – shipped without side covers

EXHAUST REPAIR PASTE

- Repairs small holes in the exhaust without welding. Completely gas-tight and 100 % heat-resistant, solvent-free

Description	Item No.
GUN GUM 200 g metal can	50136



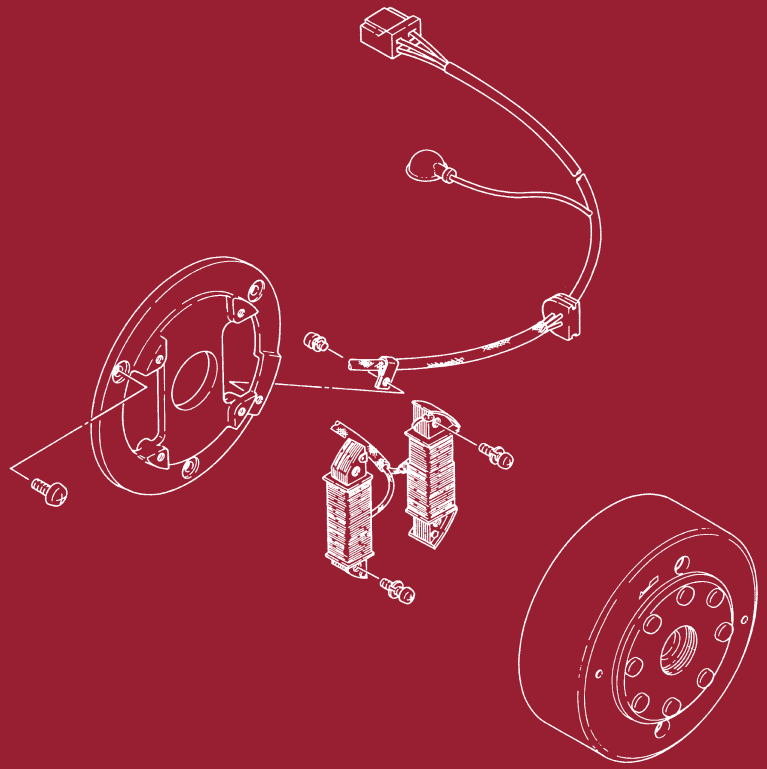
EXHAUST GASKET PASTE

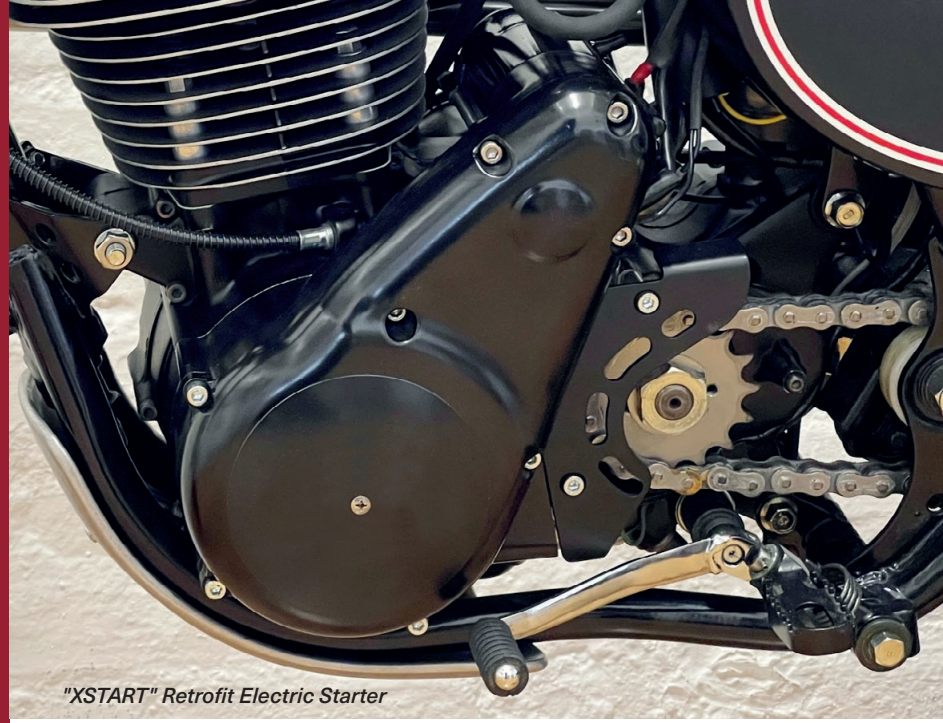
- Heat-resistant sealing of the joints between the manifold and the header or muffler
- Gas-tight, cures when exposed to exhaust heat, and can be easily removed after disassembly

Description	Item No.
FIREGUM 150 g tube	50130



ALTERNATOR





"XSTART" Retrofit Electric Starter

ALUMINIUM ENGINE GUARD SPECIFICALLY DESIGNED FOR THE XSTART ELECTRIC STARTER

- Original style with perfect workmanship
- Deep-drawn from 3 mm thick aluminium
- Asymmetrical shape: original on the right, wider on the left for XSTART alternator cover

Description	Item No.
Aluminium engine guard for XSTART	60536



NUTS & BOLTS "XSTART" RETROFIT ELECTRIC STARTER

The “XSTART” includes a 1 kW starter motor with alternator cover, an adapter for the original pole wheel, a freewheel, a drive chain, and a starter relay, along with all necessary accessories and detailed, illustrated instructions for quick and easy installation.

The lithium battery is housed in a case modeled after the original toolbox and is mounted in the position of the original toolbox.

Depending on the temperature, the battery can perform up to 40 starts on a single charge. After that, it must be recharged using the included 230V charger. The battery is not connected to the vehicle’s electrical system. The battery can be charged either on the vehicle or at home; removal requires no tools.

We include the pole wheel counterholder (Item No. 20114) free of charge with every starter. The electric starter is not a solution for carburettor or ignition problems and should only be used on XTs that kick-start perfectly.

More info and FAQs in the webshop.

Description	Item No.
“XSTART” Retrofit Electric Starter	41851–XT5
Required shift lever	40455

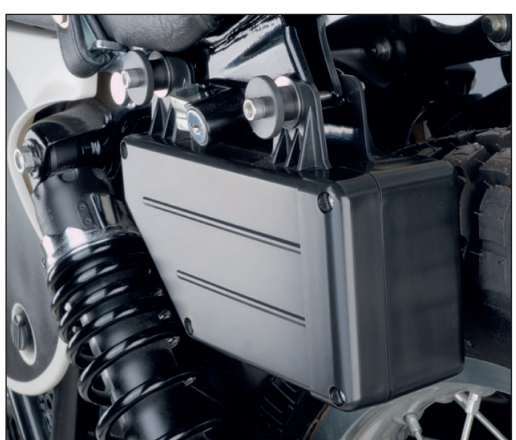
XSTART UPGRADE KIT

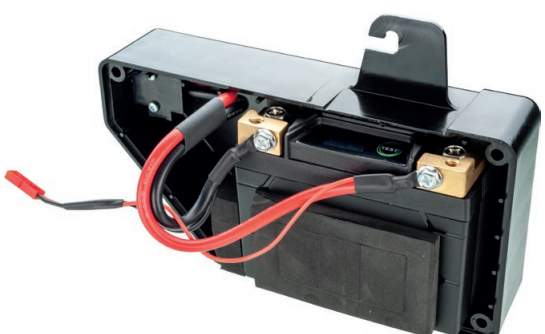
Our upgrade kit makes the Nuts & Bolts electric starter even more suitable for everyday use.

The kit replaces the XSTART starter button and ensures that the electric starter can only be used when the ignition is on and the engine is idling. This prevents accidental or incorrect operation!

Easy installation using two splitter connectors on the tachometer wiring harness. Compatible with all XT500 models with 12 V electrical systems.

Description	Item No.
Upgrade Kit for XSTART Electric Starter	41854





Inside the toolbox is a current-generation LFP starter battery, which is also used in the Ténéré 700.



IGNITION COIL

- Includes pre-installed cable and screws for easy installation
- Fits TT500 and XT500-'85

Description	Item No.
Replica ignition coil	41032RP



Tip: Problems with the ignition or headlight output are very rarely caused by a defect in the corresponding coils! As long as the coils show no signs of damage, they are usually in good working order. Measuring with conventional testers is not meaningful due to the low resistance. If there is no ignition spark, the cause of the fault can often be traced using the emergency wiring harness, Item No. 50600.

6V IGNITION COIL

- Compatible with original stator and PME CDI systems, including pre-installed cables and screws
- Suitable for XT500-'85

Description	Item No.
Replica 6 V ignition coil	28316RP



The XT500 from 1986 onward (12 V standard) has a larger-diameter pole piece; the replica coils, part numbers 41032RP and 28316RP, do not fit here!

ALTERNATOR WIRING HARNESS

- Includes all necessary special parts for soldering to the ignition and lighting coils on the alternator stator, plus a pre-assembled system connector
- Fits all XT500 models

Description	Item No.
Alternator wiring harness	50695



ESTD. 1992
Thumper Parts
by KEDO

FLYWHEEL PULLER

- Extra-sturdy workshop model

Fits	Item No.
TT500, XT500; M27 × 1.0 Left-hand thread	20045



MOUNTING OF THE POLE PIECE AND STATOR

Description	Item No.
Pole wheel nut	27603
Spring washer for pole wheel	27639
Stator Mounting **Screw Set (Alternator Base Plate to Motor Housing)**	42014



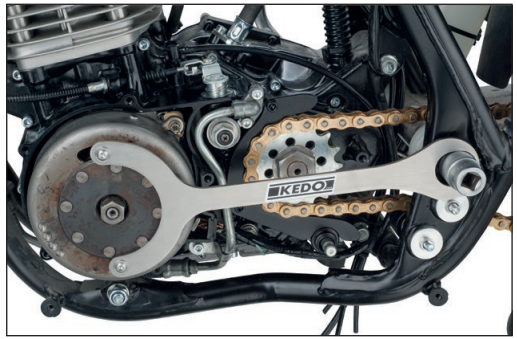


KEDO FLYWHEEL RETAINER "HD"

- Resting on the swingarm pivot pin, so no “second person” is needed
- Requires a 22 mm socket with a maximum outer diameter of 32 mm (if necessary, please order item 20115 as well)
- Solid stainless steel construction with bolted pins

Suitable for	Item No.
TT500, XT500	20114





KEEP IT ALIVE **WITH KEDO**



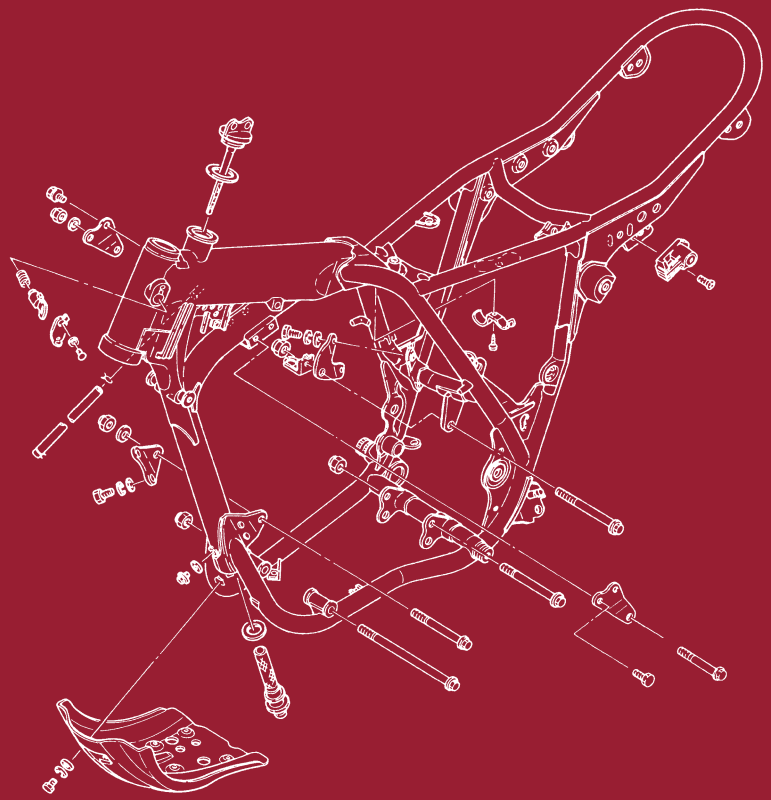
A legend never rusts – it’s just waiting for its second chance. The XT500 is more than a motorcycle; it’s a piece of history worth preserving.

KEDO provides you with the right parts and the know-how you need for a successful restoration.

Join us on the adventure of a restoration and build your own XT. The sense of accomplishment will reward you for every hurdle you overcome.

Give yourself a thrill and start your project.

FRAME





ENGINE MOUNTING BOLTS

• Bolts and nuts for engine mounting
• All M10 connections are designed with fine threads

Designation	Position/Remarks	Item No.
M8 bolt × 1.25, 80 mm long	Cylinder head retaining plates	10185
M10 bolt × 1.25, 100 mm long	Frame at the front of the retaining plate	27872
M10 bolt × 1.25, 185 mm long	Under the engine at the front	28101
M10 bolt × 1.25, 110 mm long	Under the engine at the rear	27870
M10 bolt × 1.25, 115 mm long	Rear frame at the retaining plate	28098
M8 nut × 1.25, self-locking	Bright zinc-plated	098508000B
M8 nut × 1.25 with metal spring clamp	Original replacement part black zinc-plated	28073 28073RP
M10 nut × 1.25, self-locking	Plain galvanised	098510001B
M10 nut × 1.25 with metal spring clamp	Original Replacement Part Technical Chrome Plated	27905 27905RP



HEAVY-DUTY ENGINE MOUNTS

• Stainless steel with black coating

Position	Vehicle	Item No.
Front right	TT500, XT500	28024
Top	TT500, XT500 (2 × may be required)	29533
rear	XT500'76	29532-76
	TT500 '77–'81, XT500 '77–	29532



You can find frame paints and reusable hand sprayers in our online store

"RR" DIRECT OIL TEMPERATURE GAUGE

- Very high quality and precise, aluminium housing with knurled edge, adjustable display (rotatable). Glycerin-damped pointer, ensuring clear readability even while riding
- Maximum deviation of one percent according to a practical test by the magazine “Motorradfahrer”
- Timeless design, available with white, black, yellow, and red dials
- Delivery always includes a sealing ring

Version	Black dial, Item No.	White dial, Item No.	Yellow dial, item no.	Red ZB Item No.
°C	91037S	91037	91037G	91037R
°Fahrenheit	91070S	91070	– – –	– – –







OIL DIPSTICK

- Essential for determining the correct amount of engine oil to add
- Perfect replica of the original parts, which are no longer available
- Fits all TT500 and XT500 models

Colour	Item No.
Black	20039RP
Red (standard on XT/TT)	20039R

Matching gasket (durable rubber version):

Description	Item No.
Gasket	22316

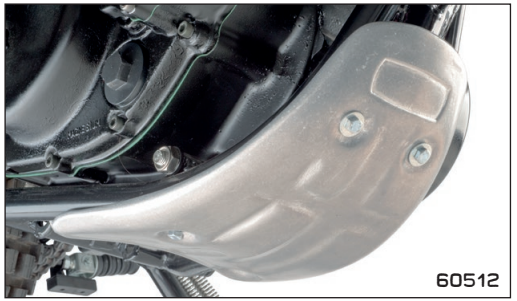


ALUMINIUM ENGINE GUARD

- Cast aluminium engine guard, mounts to the original mounting points on the frame; includes mounting hardware
- Fits TT500 and XT500, all model years

Model	Item No.
Aluminium Engine Guard Classic	60607
Aluminium Engine Guard 76-Style	60512

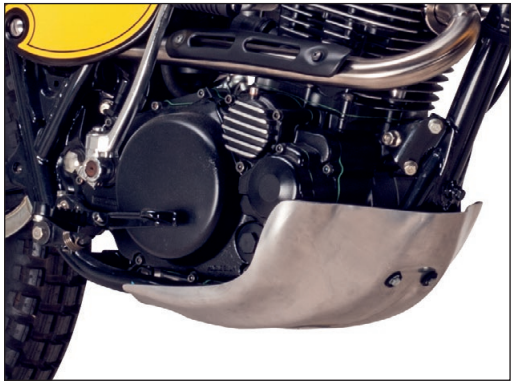

60607


60512

ALUMINIUM ENGINE GUARD REPLICA

- Deep-drawn aluminium engine guard made of 3 mm aluminium, just like the original part
- Perfect fit, perfect protection
- Fits TT500 and XT500 models from 1977 onward

Description	Item No.
Aluminium engine guard replica	21032RP



In 1977, the XT had six mounting points for the engine guard; after that, it had five; in 1976, with the smaller engine guard, it had four.

MOUNTING BRACKET FOR ENGINE PROTECTOR

- 18-piece mounting kit, generally compatible with all our engine guards
- One rubber washer is placed between the frame and the engine guard to protect against vibration

Description	Item No.
Engine Guard Mounting	60537



OIL STRAINER FRAME

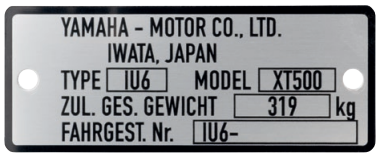
Description	Item No.
Oil strainer	27763
Matching gasket	90063



REPLICA RIVETED NAMEPLATE

- Aluminium nameplate modeled after the original, dimensions: 68.5×27×0.6 mm

Designation	Item No.
Replica riveted nameplate 1U6	50185
Replica rivet nameplate, blank	50349



HELMET LOCK

- Delivery includes two keys

Description	Item No.
Helmet lock	22396
Matching retaining screw	28093



STEERING COLUMN LOCK

- Some 1979 XT500 models (and some later grey imports) require a large lock cylinder
- Please reuse small parts from the old unit or order them separately – see table below
- Supplied with two keys

Model	Item No.
XT500, Ø 12 mm, angled key head	22006
XT500, Ø 12 mm, straight key	22006G
Small parts set (oval cover including 4× 10 mm rivets, spring, and washer) for 12 mm lock	21182
XT500-'79, Ø 16 mm, OEM replacement part	22009
Cover for 16 mm lock	21278
Spring for 16 mm lock	21281

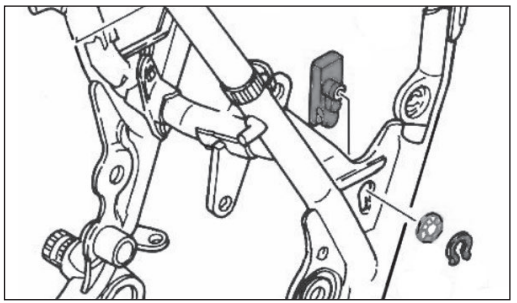


FRAME SCRATCH GUARD

- Perfect replica of the essential frame abrasion guard, protects the frame from damage
- Supplied as a three-piece complete kit with clip and spring washer
- Standard equipment through 1979; installation is possible and recommended on all model years

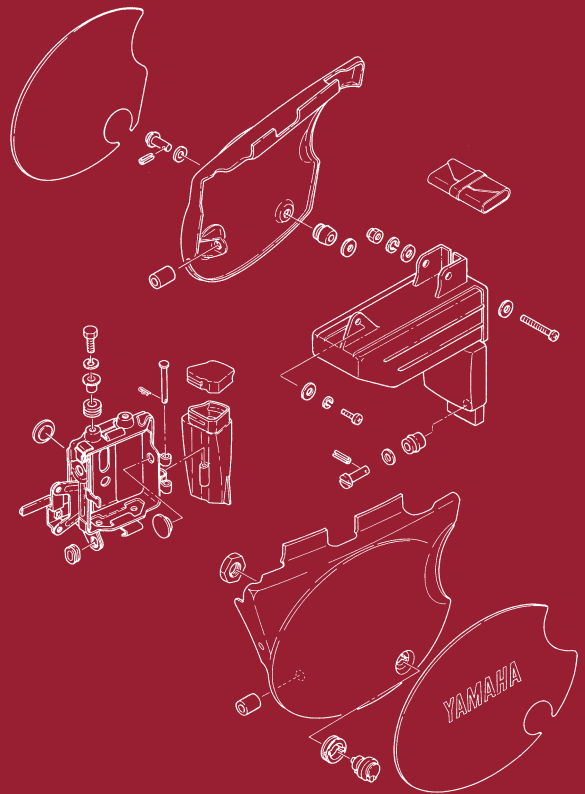
Description	Item No.
Frame Abrasion Guard	29343

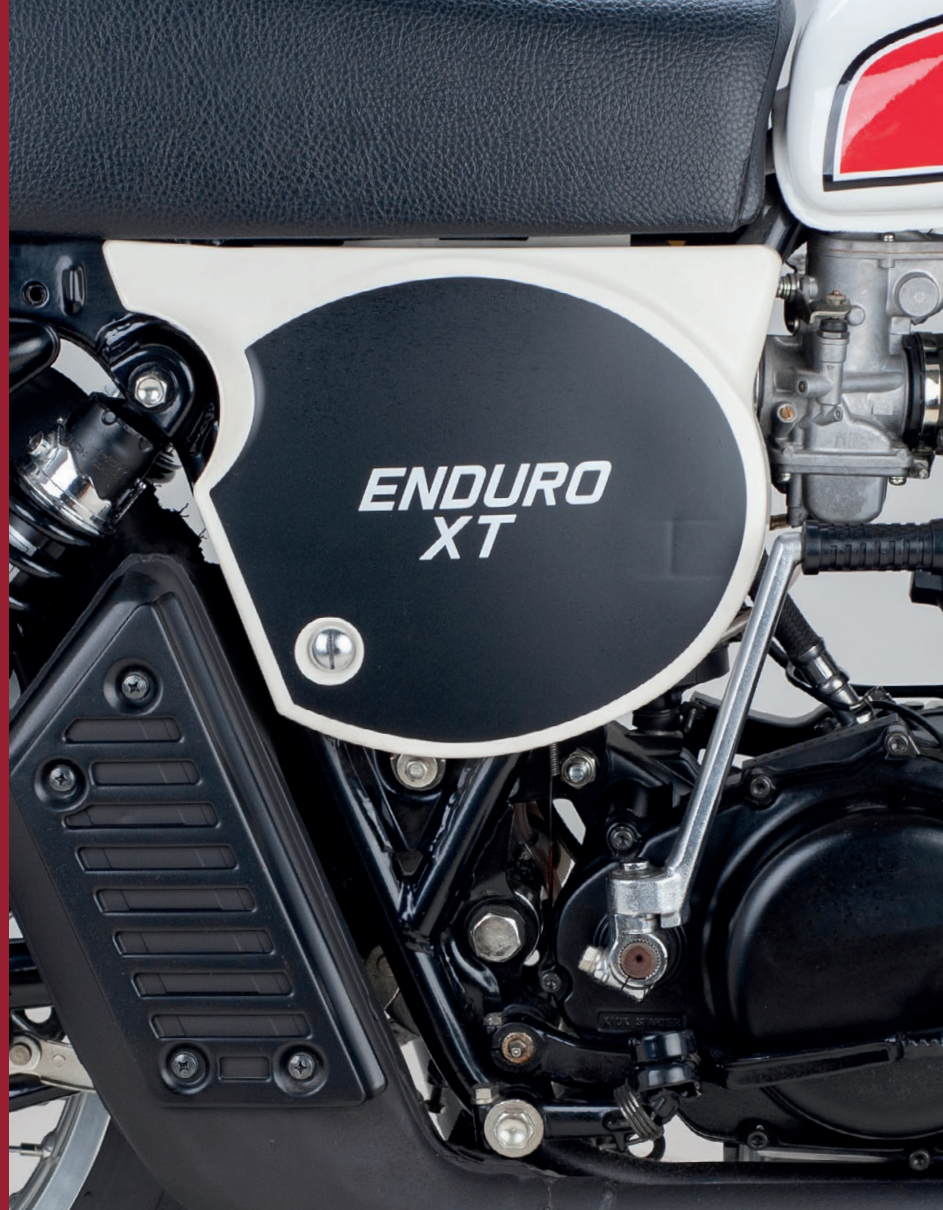






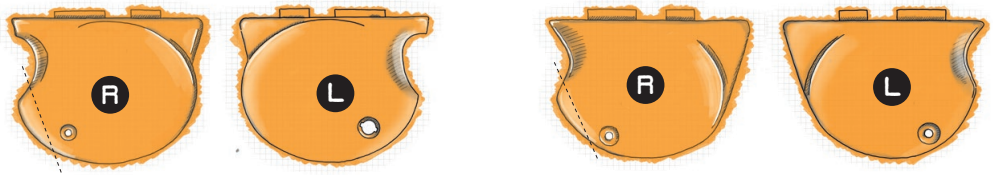
SIDE COVERS & TOOL BOX



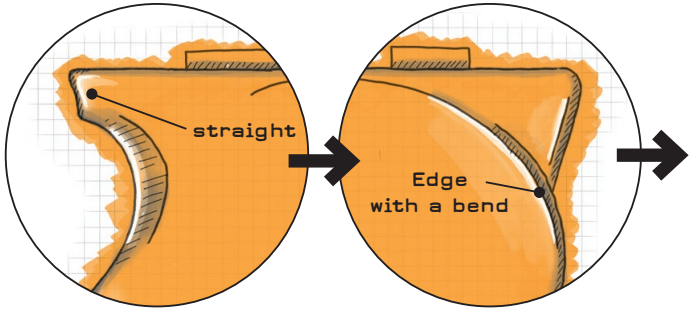


Identification of the side cover - the characteristics

1. Side cover edges:



rear edges: | front edges:



Large basic shape

XT 1976-1979
TT 1976-1978

= G

Basic form

XT from 1980
TT 1979

= K

2. Mounting on the left side:

WITH Lock (XT) | WITHOUT a lock (TT)

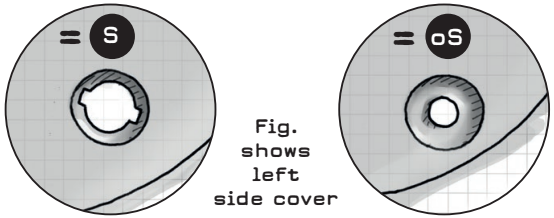


Fig. shows left side cover

3. Exhaust:

With Expansion Chamber
(original XT exhaust)

WITHOUT Expansion Chamber
(TT, Sebring, Marving)

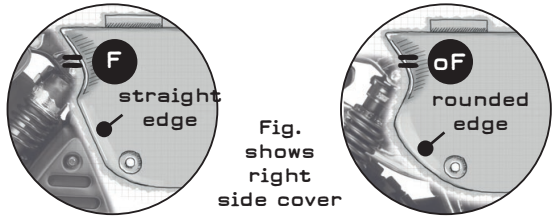


Fig. shows right side cover

Examples

XT 1977 = G WITH Expansion Chamber = F WITH lock = S

TT 1979 = K WITHOUT Expansion Chamber = oF WITHOUT lock = oS

REPLICA SIDE COVER

Perfect replica made of solid-coloured plastic, impact- and scratch-resistant. We recommend customizing and protecting the new side covers right away with the corresponding decals – just as Yamaha always intended.

Model	Note	Design	Left Item No.	Right Item No.
TT500	Clean White '76	G oF oS	29313	29300
	El Toro Orange '77	G oF oS	29314	29309
	Competition Yellow '78	G oF oS	29305	29307
TT500	New El Toro Orange '79	K oF oS	29310	29304
	NY Black '79	K oF oS	29484	29306
	Clean White '81	K oF oS	29484W	29306W
XT500	Clean White '76–'79	G F S	29299	29300
XT500 US	Ginger Brown -'79	G F S	29312	29308
	Crystal Silver -'79	G F S	29303	29311
	Crystal Silver '80–	K F S	29494	29495
XT500	NY Black '80–'87	K F S	20029RP	20028RP
	Clean White '80–'87	K F S	20031RP	20030RP
XT500S	Shiny Black '88/'89	K F S	28619RP	27372RP

G = *Fits all XT500-'79 & TT500-'78, right side* F / oF *note*

K = *Fits all XT500'80- & TT500'79-, right side* F / oF *note*

TT500 1976 CLEAN WHITE

Side cover "large" basic shape, right with straight edge for muffler with flame box, left without lock



TT500 1977 EL TORO ORANGE

Side cover "large" basic shape, rounded on the right for mufflers without a flame box, left side without a lock



TT500 1978 COMPETITION YELLOW

Side cover "large" basic shape, rounded on the right for mufflers without a flame box, left side without a lock



TT500 1979 NEW EL TORO ORANGE

Side cover "small" basic shape, rounded on the right for mufflers without a flame box, left side without a lock



XT500 1976–1979 CLEAN WHITE

Side cover “large” basic shape, right side with straight edge for muffler with flame box, left side with lock



XT500 USA GINGER BROWN

Side cover, "large" basic shape, right side with straight edge for muffler with flame box, left side with lock



XT500 USA CRYSTAL SILVER

Side cover, "large" basic shape, right side with straight edge for muffler with flame box, left side with lock



XT500 1980–1987 NEW YAMAHA BLACK

Side cover, “small” basic shape, right side with straight edge for muffler with flame box, left side with lock



XT500 1980–1987 WHITE

Side cover, "small" basic shape, right side with straight edge for muffler with flame box, left side with lock



SIDE COVER SET

- Side covers in the style of the XT500 up to model year 1979, but with a smaller mounting hole on the left – now you can do without the side cover lock!
- Right side cover in the round TT design, perfectly conceals the mounting points of the original flame box (ideal if a retrofit muffler is installed)
- Glossy black or white, colour-coordinated to match most aftermarket fenders
- Set consists of right and left side covers; generally compatible with all TT500 and XT500 models

Colour	Item No.
White	29537
black	29458



All the parts needed for side cover installation are available in our online store

ABS SIDE COVER SET

- Side covers modeled after the XT500 from 1980 onward – stiffer than the original side covers
- Solid black; thanks to ABS plastic, these side covers can be painted without special pretreatment
- Left side for side cover lock or our Lock-Buster, right side for the original muffler with flame box
- Set consists of right and left side covers (excluding small parts); generally compatible with all TT500 and XT500 models

Colour	Item No.
Black, ABS	29505



ABS is easy to paint; all available TT/XT colours are available in the online store

SIDE PANEL DECAL SET "TT500"

- TT500 US version 1980 lettering
- Supplied as a complete pair for right and left

Fits	Film/Print	Item No.
TT500 '77–'79	black/white	20106
TT500'80-'81	black/white	20107



"XT500" SIDE PANEL DECAL SET

- Lettering inspired by the 1980 US version of the TT500
- Supplied as a complete pair for right and left

Fits	Film/Print	Item No.
XT500 '77–'79	black/white	20112
XT500'80	black/white	20113



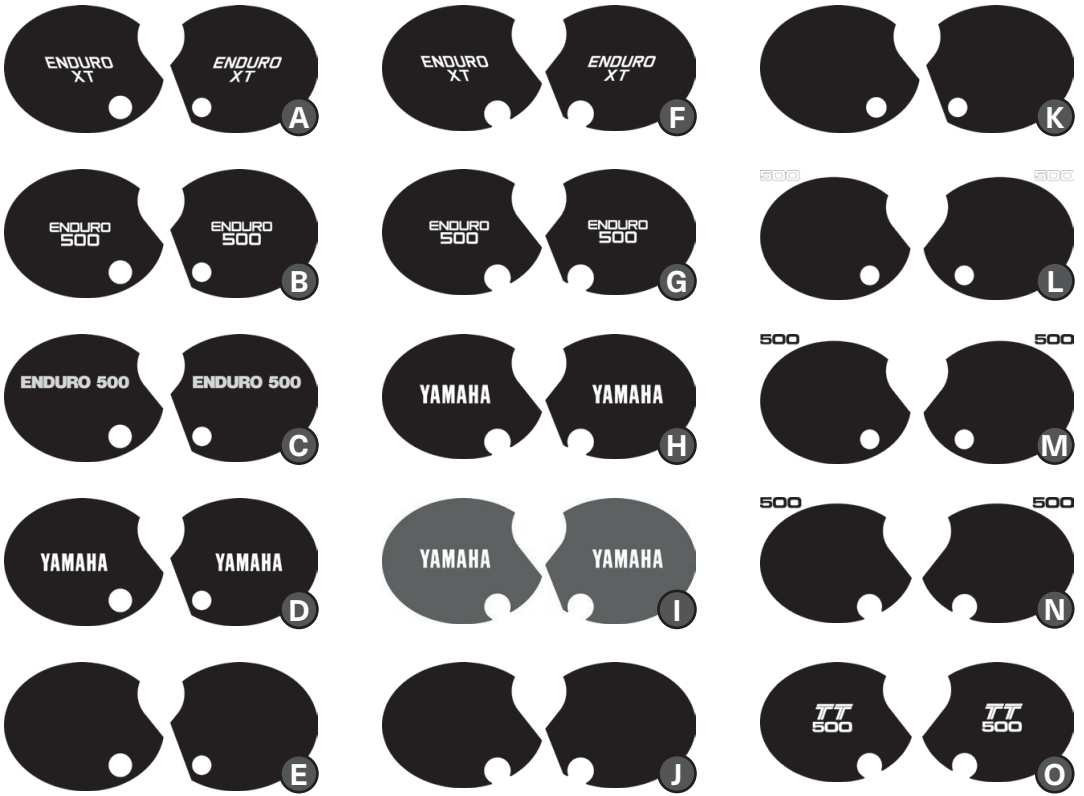
SIDE PANEL STICKER

- Highly detailed reproduction – just like the original
- Not just foil decals with applied letters, but printed on solid-coloured foil

XT old - '79	Foil/Print	Image	Item No.
ENDURO XT	black/white	A	21060C
ENDURO 500	black/white	B	21060E
ENDURO 500	black/silver	C	21068
ENDURO 500	black/white	C	21068E
YAMAHA	black/white	D	21060Y
without print	black/without	E	21060N

XT new '80-	Foil/Print	Image	Item No.
ENDURO XT	black/white	F	21061C
ENDURO 500	black/white	G	21061E
YAMAHA	black/white	H	21061Y
YAMAHA	charcoal/white	I	21062Y
no print	black/without	J	21061N

TT500 models	Note	Image	Item No.
1976	matte black	K	21087
1977	b/w, 4-piece	L	21070
1978	black, 4-piece	M	21071
1979	black, 4-piece	N	21072
1980	black/white	O	20107
1981	black/white	-	20117



XT Side Panel Decal Original Design in Europe by model year:

'76 = 21060C '77 = 21060E '78 = 21060Y '79 = 21060Y '80-'87 = 21061Y '88/'89 = 21062Y

Many more side panel decals are available in our online store

HEAT SHIELD

- Protects side covers, cases, etc., from melting – fitted as standard inside the the right-hand side cover on the XT500
- Self-adhesive version

Dimensions	Item No.
Approx. 200×250 mm	90344



Installation example – shipped without side covers

LOCK-BUSTER (KEYLESS SIDE COVER LOCK)

- Put an end to makeshift solutions
- Finally, there's a kit that lets you open the left side cover of the XT500 just like the right one – no lock required
- Delivery includes all small parts; fits all XT500 (left) models

Description	Item No.
Lock-Buster silver	21152
Lock-Buster black	21152BL



ACCESSORIES FOR SIDE COVERS

- For the TT500, the same parts are used for mounting on both the right and left sides; for the XT500, a lock or our Lock-Buster is required on the left side for the side cover

Description	Item No.
Stainless steel pin bolt with slot, including all small parts, XT500 right, TT500 right and left	21288
OEM lock, XT500 left	21107
Lock replica, XT500 left	21107RP
Rubber side cover lock (required for lock installation)	21108
Rubber dampers in left and right side covers (TT500-'78/XT500-'79)	21111
Rubber sleeve 72 mm (yields 4 pieces) on the frame, left and right (TT500 '79–/XT500 '80–)	10205

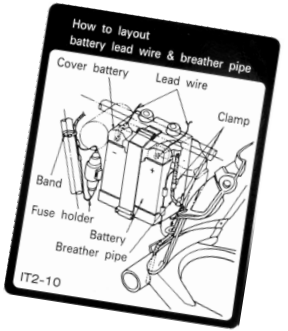


WARNING STICKER

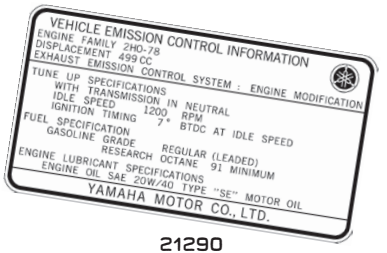
Battery Polarity Label

- Found on all XT500 models on the inside of the left side cover
- Authentic reproduction, essential for restorations, dimensions: 80×100 mm

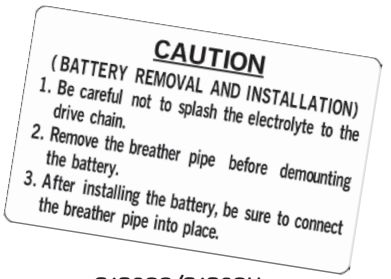
Description	Item No.
Battery polarity label	21105



21105



21290



21289S/21289W

"Vehicle Emission Control Information"

Only on the 1978 XT500 2H0, on the inside of the left side cover

- Authentic reproduction, dimensions: 98×52 mm

Description	Item No.
"Vehicle Emission Control Information" label	21290

"Battery Replacement" sticker

- Transparent background, black or white lettering, with protective film
- For the inside of the left side cover
- Dimensions 61×37 mm

Version	Item No.
Black text	21289S
White lettering	21289W



SIGN: "ENGINE STARTING PROCEDURE"

- Attached to the handlebars when new XTs were delivered, explaining the starting procedure to the future single-cylinder rider
- Faithful reproduction, 74× 100 mm

Description	Item No.
"Engine Starting Procedure" Sign	21223



REVERSIBLE PHILLIPS/SLOTTED SCREWDRIVER

- Practical screwdriver with reversible shaft and plastic handle – a must-have for any vehicle tool kit

Model	Item No.
Length approx. 150 mm, Handle diameter 22 mm	31253



KEDO DOUBLE-RING WRENCH

- For fuel valve screen & timing chain tensioner cap; fits in the OEM toolbox

Model	Item No.
24/27 mm open-end, coated aluminium	31037



5-PIECE TOOL KIT

- Spark plug wrenches 16/18/21 mm, open-end wrenches SW 8/10 and SW 12/14 for Japanese motorcycles, mini combination pliers, Phillips/ flathead screwdrivers
- Acceptable build quality, fits with spark plug in XT500 toolbox

Description	Item No.
5-piece on-board tool set	30148



TOOLBOX

Description	Item No.
Tool box, single, black	22303
Pin bolt for lid closure, chrome-plated	21109
Matching rubber damper	21138
Matching washer	21110
Matching split pin	21104
Screw for toolbox/front frame	29442
Screw for toolbox/rear frame	27321
Stainless steel stud bolt with screw head, including all small parts	21288



MOUNT FOR SW-MOTECH ACCESSORY BAG

- For SW-Motech accessory bag with T-Lock closure, item no. 60730. The round T-Lock closure shown is included with this bag. Mounts in front of the toolbox (fits with or without the box). The mount can be installed in two positions (bag position +/- 12.5 mm forward/backward)
- Includes: black-coated stainless steel mount with screws and nuts

Description	Item No.
Mount for SW-Motech accessory bag	60731





ALUMINIUM SIDE COVER – COVER

- The perfect complement to the aluminium tank on XT models from 1980 onward – replaces the side cover sticker. Made from 1 mm thin aluminium sheet with a drilling template – so the drill holes can be easily transferred to the side cover using a pencil
- Untreated or anodised surface
- The right cover is designed for the original XT side cover shape for exhaust systems with a flame box
- Included: 1 pair of aluminium covers for the left and right plastic side covers, screws, nuts, and washers
- Fits XT500'80-

Version	Item No.
Untreated aluminium	21320
Anodised	21320EL



"XT-BUDDY+" KEYCHAIN

- Stainless steel tool for side cover and toolbox stud bolts, hex for ignition contact (SW 5.5) and battery (SW 10)
- Of course, it also includes a bottle opener for that after-work drink
- Dimensions approx. 40 × 45 mm, comes with a keyring

Description	Item No.
Keychain "XT-Buddy+"	41931





BATTERY BOX ACCESSORIES

ELASTIC STRAP BATTERY HOLDER

Model	Version	Item No.
XT500	OEM	27118
	Replica	27118RP



RUBBER CUSHION FOR BATTERY BOX

- For the tray under the battery, 1 piece

Model	Item No.
XT500	28118



RUBBER DAMPER

- 1 piece (see item 22308 for matching bushing)
- Suitable for XT500 (1 × required at the top of the air filter box; 2 × required for battery box mounting)

Description	Item No.
Rubber damper	10165



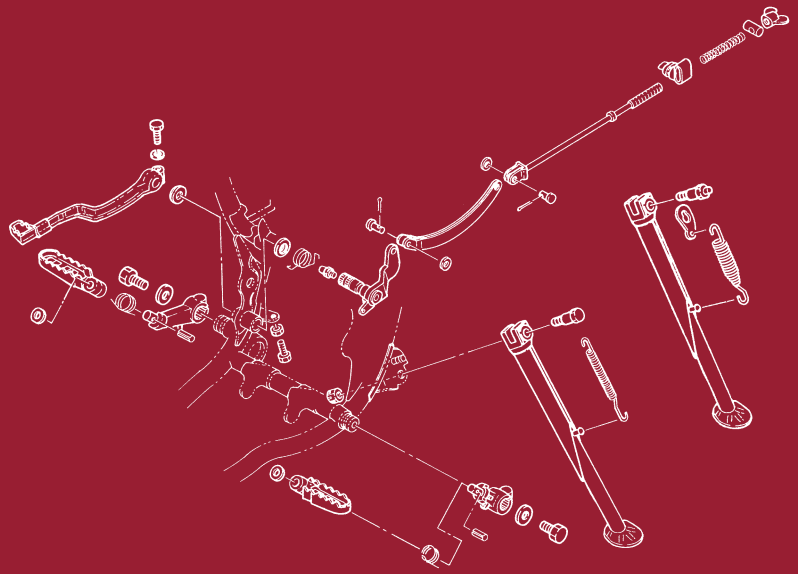
RUBBER MOUNT FOR BATTERY BOX

- 1 piece (4 x required), fits XT500

Description	Item No.
Rubber damper for battery box	28967



STAND & FOOTREST





WIDER FOOTRESTS

- Perfect grip for a secure hold even on the roughest terrain; made entirely of stainless steel
- Extremely sturdy and completely rustproof
- Fits the original footrest mounts without modifications; supplied as a complete pair for right and left; fits all TT and XT models

Description	Item No.
TT/XT Footrests, widened	30900





RIDER FOOTRESTS & ACCESSORIES

- Fits all XT500 models

Description	Item No.
Footrest Set International left and right	21292
Spring for left footrest mount	21027
Spring for right footrest mount	21026
Screw for footrest bracket/frame	20052
U-shaped washer for mounting footrest holder to frame	27081
U-washer between footrest and split pin	21115
Matching split pin	21102





RIGHT-SIDE FOOTREST MOUNT

- Heavy-duty quality, high-strength steel, forged, black-coated
- Fits all XT500 models (for frame teeth with or without a groove)

Description	Item No.
Right footrest bracket	27139HD



FOOTREST RUBBER

- Rubber component for German rider's footrests (with square base)

Description	Item No.
Rubber element for rider's footrest, 1 piece	10139



REPLICA FOOT BRAKE LEVER SHAFT WITH OVERSIZE

- The oversized brake lever shaft is our solution to a long-standing problem with the XT500: The foot brake lever wobbles and has play because both the shaft and the seat in the frame are worn out.
- Our item 10122RP is a replica of the original foot brake lever shaft, manufactured in high-quality, low-tolerance stainless steel. The oversized shaft has a diameter of 18 mm Before installation, the worn-out seat in the XT frame must be adjusted to the new dimension. For this purpose, we offer our tool set, item 60720.

Description	Item No.
Foot Brake Lever Shaft Replica with Oversize	10122RP



TOOL KIT FOR INSTALLING THE FOOT BRAKE LEVER SHAFT

- 3-piece tool set for installing the KEDO oversized foot brake bolt, item no. 10122RP
- Includes a crowbar, 17.5 mm HSS drill bit with a 10 mm shank, and an 18.0 mm HSS reamer

Description	Item No.
Tool Set	60720





You can find installation instructions, including two videos, on our website

BRAKE LEVER SPRING

- Replacement for the original part, which is often worn out and visually damaged
- Replica made of stainless spring steel
- Fits XT500/S

Description	Item No.
Foot brake pedal spring	10083RP



BRAKE LEVER SHAFT SEAL

- Fits on the inner and outer sides of the XT500 foot brake lever shaft

Description	Item No.
Dust seal, 1 piece	10075



BRAKE ROD CONNECTOR

- Replica of the original part, which is no longer available; technically and visually almost indistinguishable!
- Fits all XT500 and TT500 models from '78

Description	Item No.
Brake rod connector	28121RP

Matching small parts, 2 of each required:

Description	Item No.
Bolt with split pin hole	28116
Required split pin	0094016258
Required washer	10051



BRAKE LINKAGE

- Replica of the original part, which is no longer available; very high-quality workmanship

Model	Item No.
XT500 all	22394



RUBBER BRAKE LINKAGE

- Connects the brake linkage connector (item no. 28121RP) to the swingarm

Model	Item No.
TT500	22380
XT500	22359



BRAKE LINKAGE NUT

- Available as a classic wing nut or in a hexagonal version (12 mm hex)

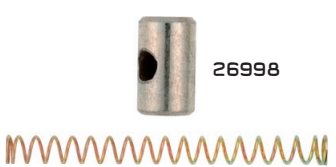
Version	Item No.
Wing nut for brake linkage	27175HD
Brake linkage nut	21143



SPRING & PIN BRAKE LINKAGE

- Fits all XT500/S models

Description	Item No.
Spring & Through-bolt Set	26998
Brake linkage spring, single	10079



XT500-'79 SIDE STAND & ACCESSORIES

Description	Germany Item No.	A, B, F, I, NL, UK Item No.	CH, DK, S Item No.
Heavy-Duty Side Stand	10308	10307	10307
Mounting bolt	10084	28441	10301
Matching special nut	27226	27423	- - -
Deflector plate	10178 (2x required)	Not required	- - - ❶
Tension spring	10177 (2x required)	28326	- - -

❶ *Please use item 10178 as a substitute*



10307

With a slot for one spring



10308

With a mount for two parallel springs

Retaining pin	Item No.
For stand bolts, items 10084, 28441 and 10301	0094020168



10301

With support for a deflector plate



10084

With support for two deflection plates



28441

Without a deflector plate



10178

For bolt 10301/10084

XT500-'79 SIDE STAND-CONVERSION KIT

- The solution when the frame mount is worn out!
- Conversion using a 12 mm bolt – the frame tab provides enough material for the larger bolt
- TÜV-compliant complete set including heavy-duty side stand, drill bits, deflector plates, springs, bolts, and lock nuts

Model	Item No.
XT500-'79 German models	11153



For repairs to stripped sockets manufactured in 1980 or later, see our oversized bolt, item 10321

XT500'80 – SIDE STAND & ACCESSORIES

Description	Germany Item No.	A, B, F, I, NL, UK Item No.
Heavy-Duty Side Stand	10310 ❶	10309
Mounting bolt	10179	27495
Matching special nut	28269	28269
Deflector plate	10178 (2x required)	Not required
Tension spring	10177 (2x required)	28326

❶ for two parallel springs



10309

With a slot for one spring



10310

With a mount for two parallel springs



27495

without a deflector plate



10179

With support for two deflection plates



28269

Matching nut for (both bolts)



10178

For bolt 10179

XT500'80 INTERNATIONAL SIDE STAND KIT

- For frames manufactured in 1980 or later with a 12 mm bore. Delivery includes bolt, nut, and a spring (version WITHOUT deflector plate)

Model	Item No.
XT500/S'80 – USA and Europe, e.g., F	10241



SIDE STAND INFO

All side stand variants in our product range are manufactured as Heavy Duty versions: meticulously crafted from high-strength material, precision-welded, and finished with a black coating. Features a defined stop on the frame.

SIDE STAND TÜV KIT

- On international XT frames, only one deflection plate can be mounted (and thus only one spring), but the German TÜV requires two springs. This set uses two springs inserted into one another with a special deflection plate and is therefore TÜV-compliant
- We also recommend this conversion to our customers abroad, as this solution is a genuine safety upgrade
- Available as a conversion kit or complete set

Description	Item No.
Conversion kit without side stand, all model years (2 springs and deflector plate)	10108
Complete set incl. HeavyDuty side stand, springs, and bolts for XT500-'79	11152
Complete set incl. HeavyDuty side stand, springs, and bolts for XT500 '80–	11157



SIDE STAND BOLT WITH 1 MM OVERSIZE

- The solution when the large 12 mm bolt (standard since 1980) has play in the frame!
- 13 mm diameter, for 12 mm frame mount; frame and side stand must be reamed to 13 mm (see item 60598 for drill bit)
- For the side stand, drill out only the non-threaded side; the thread must not be damaged!

Model	Item No.
Side stand bolt with 1 mm oversize	10321



Extended side stands are available in our online store at www.kedo.de

SIDE STAND BUFFER

- Prevents the side stand from coming into contact with the passenger footrest, protects the material, and eliminates annoying rattling
- Screws in behind the left passenger footrest
- Fits all XT500 models

Description	Item No.
Side Stand Buffer	27939





SIDE STAND EXTENSION

- More contact surface, ensuring the bike stands securely on all surfaces
- Leaves an XT logo on soft surfaces
- High-quality materials: black hard-anodised aluminium with stainless steel fasteners – easy installation with three screws
- Due to technical reasons, the side stand extends by approximately 6 mm – as a result, the XT no longer stands quite as tilted when the side stand mounts are worn out
- No ABE or registration required
- Compatible with our HeavyDuty side stands

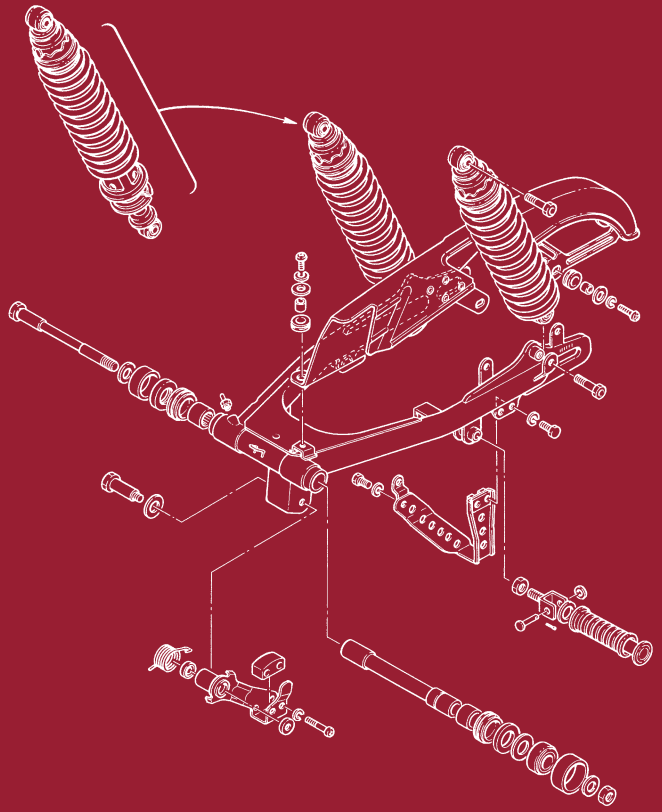
Model	Item No.
Side Stand Extension	10318



In the instruction PDF, you'll find a way to check compatibility with your side stand



SWING ARMS & SHOCK ABSORBERS





SWING ARM BEARING REPLACEMENT PARTS

• Repair kits and individual parts for swing arm bearing repair

Description	Item No.
Complete 7-piece kit with bearing bush and both thrust bearings	21008
4-piece repair kit	21216
Dust cap, left/right, 1 piece	22322
Rubber seal for dust cap	22325
Frame spacer 0.5 mm	22092
Frame spacer 1 mm	22091
Adjustment washer, compensates for axial play, up to five required	098822000R



KEDO Youtube-Channel: Tips for repairing the swing arm mount on our website

REPLICA SWING ARM

• Faithful reproduction made of galvanised special steel as a replacement for the original swing arm, which is no longer available

Description	Item No.
Replica swing arm	21116RP

Original accessory:

Description	Item No.
Nut for swing arm shaft	21117
Spring washer	27616



GREASE NIPPLE

• For swing arm bearings, chainring mount, foot brake lever shaft, and, if applicable, chain tensioner
• Bright zinc-plated, with M6 thread

Designation	Shape	Item No.
Grease nipple	Straight	21101
Grease nipple	Angled (45°)	21051

CHAIN TENSIONER ARM & ACCESSORIES

Fits XT500 '79 (bolt on swing arm)

Description	Item No.
Complete Chain Tensioner Set	28603
Chain Tensioner Arm, stainless steel	28423
Chain Tensioner Spring	27160
U-shaped washer, bolt	27159
Retaining clip	27162

Fits XT500 '80-:

Description	Item No.
Complete chain tensioner set	28612
Chain Tensioner Arm	28119RP
Chain Tensioner Spring	27621
Chain Tensioner Arm Bolt	28115
Chain Tensioner Arm Bolt with Grease Nipple	28115–21
U-shaped washer bolt	27769
Shaft seal, 1 piece	28122



CHAIN TENSIONER BLOCK

• Chain tensioner block in original shape

Year of manufacture	Remarks	Item No.
TT500'77-'78, XT500-'79	Flat top	21112
TT500'79-, XT500'80-	Rounded top	10208

Also available:

• Fits both chain tensioners and both chain tensioner blocks

Designation	Item No.
8-piece screw set	42018



21112



10208



2018

GREASE GUN AND GREASE

• Useful tool for proper maintenance of the chain tensioner (XT models from 1980 onward), swingarm bearing, chainring mount, and foot brake lever shaft
• Robust one-handed grease gun with screw-on cap, 65 ml capacity
• It is best to order the appropriate grease for the XT applications at the same time

Description	Item No.
Grease gun for XT grease nipples, compatible	50287
Lithium soap grease with MoS_2, 90g bag	50802





XT500 CHAIN GUARD

• Perfect replica of the iconic, large chain guard from models built starting in 1977 (US model starting in 1978). Appearance, fit, and clearance just like the original

Description	Item No.
Chain guard	10149RP

Additional information:

Description	Item No.
Small parts set, 20-piece, all screws, rubber parts, etc. for mounting the chain guard	29434





ALUMINIUM CHAIN GUARD

- Simple, sporty look and clean lines – sleeker, more attractive, lighter
- Made of 2 mm thick aluminium, black plastic-coated

Model	Version	Item No.
XT500 all	Classic	30266S
	Mini	30459S
TT500	Replica	30410

Also available:

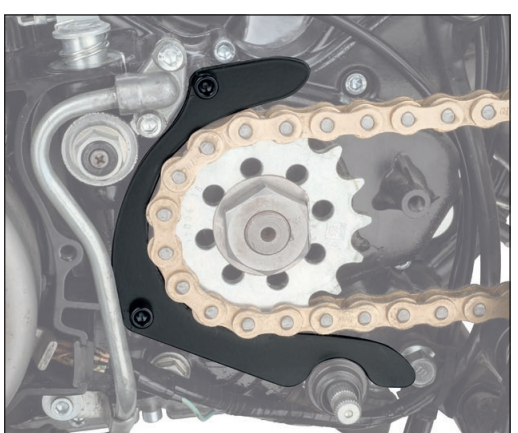
Description	Item No.
Complete mounting kit with rubber	29454



RACING CHAIN GUIDE

- Effectively reduces chain slap, thereby preventing annoying damage
- Prevents the chain from coming off
- The chain guide is sensibly made of aluminium, as stainless steel, for example, could cause the chain to be damaged in this area
- Suitable for the XT500 when using a sprocket with a maximum of 16 teeth
- Not TÜV-approved; intended for racing and exhibition purposes only (in principle, modifications to parts of the chain guide do not require registration)

Description	Item No.
Chain guide Racing	40720



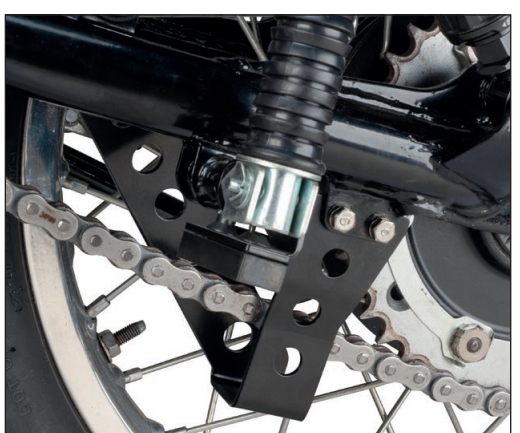
CHAIN GUIDE FOR SWINGARM

- Replica of the original part (no longer available) made of black-coated stainless steel
- Integrated threads (M6 front, M5 rear) for easy installation

Description	Item No.
Chain guide XT500'78-	26603

Additional information:

Description	Item No.
6-piece mounting kit for Item 26603	26604



SHOCK ABSORBER STICKER

• When it comes to restoration, it's the small details that matter, such as this sticker, which can be found on the rear shock absorber of the XT500, under the spring

Description	Item No.
Shock Absorber Sticker	27131



KYB STICKER SHOCK ABSORBER/FORK

• This sticker featuring the Kayaba manufacturer's logo was originally found on the stanchions. Dimensions approx. 27×12 mm

Description	Item No.
KYB Fork Sticker	28634



SHOCK ABSORBER MOUNTING

Description	Item No.
Mounting screw, same for top/bottom, 4 required if necessary	10077
Mounting screw, top, chrome-plated, +6 mm longer than OEM, for mounting accessories, e.g., luggage rack	10077L



GUIDE TUBE

• Mounted under the shock absorber spring, 115 mm long (as in the 1976 model year)

Description	Item No.
Guide tube	27219



KEDO YouTube Channel: Disassembling and Inspecting the Original Shock Absorbers

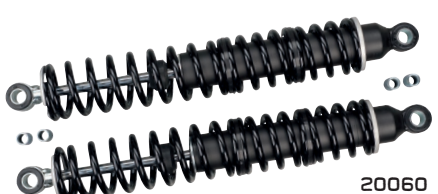
BILSTEIN SHOCK ABSORBERS

- Gas-charged shock absorbers with progressive, two-piece springs. Comfortably firm tuning, proven for decades, with material certificates for TÜV individual approval

Model	Version	Item No.
XT500	370 mm (as original)	20032
	390 mm (extended)	20035
	410 mm (extra-long)	20060

Matching individual and replacement parts:

Description	Item No.
Rubber mount for strut eye, 1 piece, 4× required if necessary	22830
Bushing for rubber mount, Item No. 22830, 1 piece, 4× required if necessary	22831
Rubber-metal bushing, replacement for Art. 22830/22831, for pressing into the strut eye	22832



YSS "TOPLINE" SHOCK ABSORBERS

- The best YSS shocks! Featuring a 36 mm piston diameter, rebound damping adjustable with 30 clicks, variable spring preload, and the 395 mm version additionally offers +/- 5 mm height adjustment. High-quality components: Teflon-coated sintered bushings, hard-chromed piston rods, and much more.
- Pre-tuned for rider weights from 70 to 95 kg; individual tuning while maintaining the ABE is possible with YSS replacement springs; see next page
- With EC type approval or TÜV (395 mm version)

Designation	Length	Item No.
Topline with silver shock absorber	370 mm	22740
Topline "Black Edition" with black damper	370 mm	22740BL
	395 mm	22769BL

22769BL



YSS "ECOLINE" SHOCK ABSORBERS

- The Ecoline version does not feature rebound or height adjustment and has a piston diameter of 30 mm; the spring preload is continuously adjustable
- Pre-tuned for rider weights from 70 to 95 kg; individual tuning is possible while maintaining ABE approval using YSS replacement springs

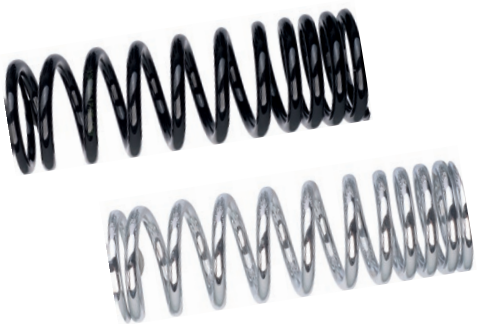
Designation	Length	Item No.
Ecoline with silver shock absorber; with ABE	370 mm	22728
Ecoline "Black Edition" with black shock absorber; with ABE	370 mm	22728BL
Ecoline "Black Edition" with black shock absorber; with certificate for individual TÜV approval	395 mm	22840BL



YSS REPLACEMENT SPRINGS

- Can be replaced without special shock absorber tools; compatible with all YSS stereo shock absorbers in our product range
- Springs marked with ❶ are already listed in the shock absorbers' type approval
- Sold in pairs

Model	Rider weight	BLACK Item No.	CHROME Item No.
XT500 370 mm ❶	< 70 kg	22797	22798
	70–95 kg	22787	22787CR
	> 95 kg	22790	– – –
XT500 390 mm	< 70 kg	22799	– – –
	70–95 kg	22791	– – –
	> 95 kg	22793	



YSS REPLACEMENT RUBBER MOUNT

- Wear part – compatible with the strut eyes of our YSS XT shock absorbers
- 1 piece; 4 may be required

Model	Item No.
For YSS Stereo Shock Absorbers TT500, XT500	22810

Heavy-Duty Upgrade

- Replaces the original rubber insert and reduces twisting in the rear suspension
- 1 piece

Model	Item No.
HeavyDuty for YSS Stereo Shock Absorbers TT500, XT500	22810HD

22810



22810HD



RUBBER BUFFER

- Spare part suitable for various shock absorbers with a 12 mm piston rod

Manufacturer	Length	Item No.
IKON	25 mm	20064
IKON	40 mm	20062
YSS	15 mm	20109–2
YSS	25 mm	20109–1

20109–2



20064



20109–1



20062



HAGON SHOCK ABSORBER

- Combined gas/oil pressure damping, hydraulic bottom-out protection, triple-adjustable spring preload with progressive spring rate
- Responsive performance thanks to carbon-coated piston rod
- Delivery includes hook wrench
- Fits all XT500 models

Model	Item No.
Enduro "Original Length" with ABE	22466
390 mm long, black shock absorber, black spring; without TÜV/ABE	22469
390 mm long, black shock absorber, chrome-plated spring; without TÜV/ABE	22469CR





IKON SHOCK ABSORBER

- Triple-adjustable spring preload, progressive spring rate
- Responsive feel without bottoming out under heavy loads!
- Same length as original, black springs, chrome-plated housing
- Delivery includes hook wrench; with ABE

Model	Item No.
XT500 all	20017



Since 2003, the successors to the classic KONI shock absorbers

PASSENGER FOOTREST

- Genuine replacement parts

Description	Item No.
Passenger footrest, 1 pc., fits right and left	21103
Rubber element, 1 pc., fits both right and left	10193



PASSENGER FOOTRESTS REPLICA

- Well-made and sturdy, galvanised. Supplied as a complete pair for right and left, including rubber, bolts, etc. (alternative to OEM item no. 21103)

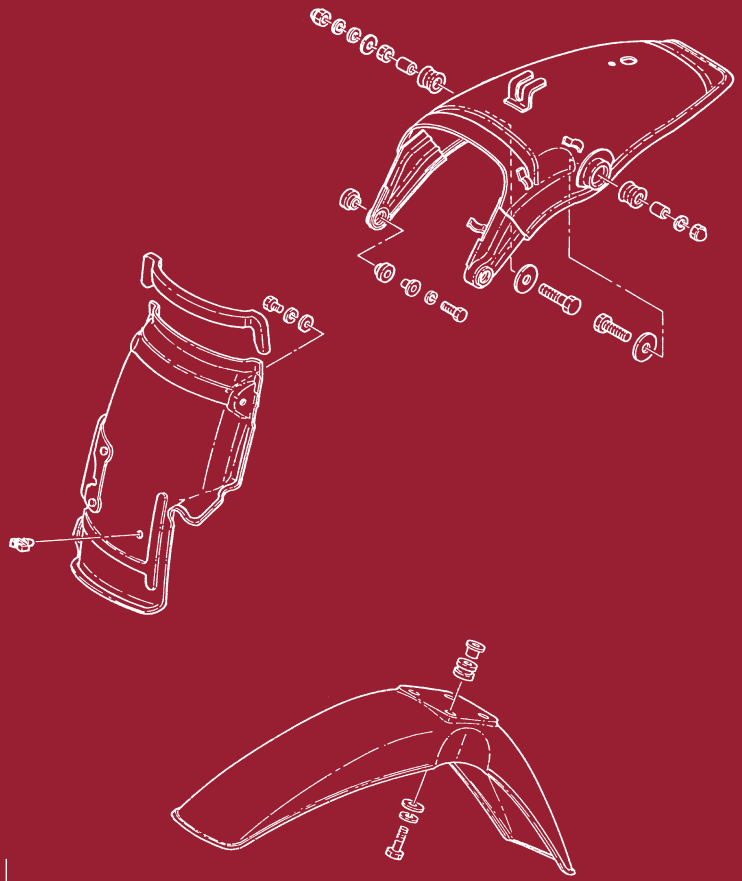
Model	Item No.
XT500	31325







FENDER



FRONT FENDER

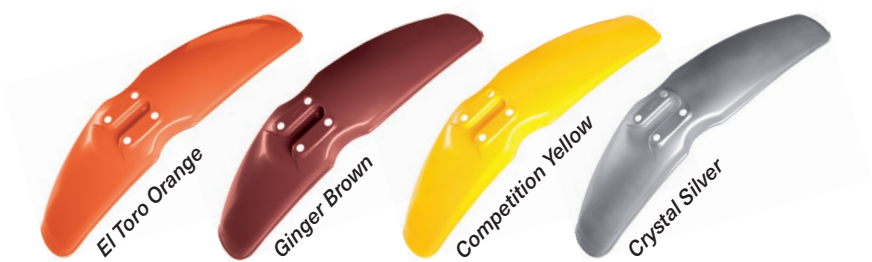
- Perfect replica of the original fender; shape and colour match the original
- Made of solid-coloured plastic; colourfast, scratch- and impact-resistant
- Delivered pre-drilled and ready for installation

Colour	Shape	Application	Item No.
Clean White ❶	short	TT500'76, XT500-'79	50052
El Toro Orange	short	TT500 '77	50723
Ginger Brown	short	XT500'77 USA & Japan	50724
Competition Yellow	short	TT500'78	50717
Competition Yellow	long	TT500 '79-, XT500 '80-	50782
Crystal Silver (painted)	short	XT500'78 USA	50725
New El Toro Orange	long	TT500'79	50059
Clean White ❶	long	TT500'80-, XT500'80-	50056RP
Shiny Black (painted)	long	XT500S'88-	27961
Crystal Silver (painted)	long	XT500 USA/Australia, TT500'79-, XT500'80-	50733

❶ *The Yamaha colour "Clean White" is a slightly creamy white and therefore significantly less bright than, for example, traffic white.*

Also available: Fenders in original shape for a personalised touch

solid black	short	TT500 '78, XT500 '79	50061
solid black	long	TT500 '79-, XT500 '80-	50060







Hardly distinguishable from the original

KEDO YouTube Channel:
Installing the front fender

FRONT "EXPORT" FENDER

- With ventilation slots and original mounting holes for easy installation
- Delivery does not include small parts

Colour	Application	Item No.
Clean White	TT500-'78, XT500-'79	**50041**
Competition Yellow	TT500-'78, XT500-'79	**50064**
El Toro Orange	TT500-'78, XT500-'79	**50068**
Black	TT500-'78, XT500-'79	**50066**





FENDER ADAPTER KIT "79-TO-80"

- Finally, the "late" XT500 (recognizable by its aluminium tank and the front wheel mounted "in front" of the fork) can be easily converted to the slim, short fender from models built up to 1979 without any further modifications!
- Installation of the short fender from the early model years on the XT500 from 1980 onward; discreet installation using an adapter under the triple clamp
- Includes comprehensive, illustrated installation instructions
- The following fenders fit the XT500-'79 and TT500-'78: Items 50052, 50723, 50724, 50717, 50725, 50059, as well as the "export" fenders with ventilation slots, items 50041, 50064, 50068 and 50066

Model	Item No.
Basic adapter set	**50109**
Complete kit including white fender, bushings, rubber mounts, and adapters	**50134**



FENDER ADAPTER SET "80-TO-79"

- With the model change from 1979 to 1980, the recesses for the fork legs in the fender were moved rearward due to the new fork; therefore, the new fender shape only fits XT500 models built up to 1979 with the help of our adapter
- With this set, the “early” XT500 (with steel tank) can be converted to the longer and wider fender used on models from 1980 onward without any further modifications!
- Mounting via adapter under the triple clamp. The wiring harness routing remains the same. All fenders from the XT500 (model year 1980 and later) and the TT500 (model year 1979 and later) are compatible with this adapter (Parts 50056RP, 50733, 50060, 50059, 27961, and 50782)
- Delivery includes illustrated installation instructions

Version	Item No.
Basic Adapter Set	50111

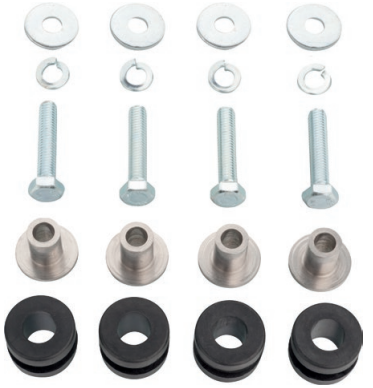


KEDO YouTube Channel: Installing the '80s fender on a Steel Tank XT

FENDER MOUNTING

- Fits all front TT500 and XT500 fenders
- Complete set consisting of stainless steel bushings, rubber dampers, screws, and washers

Description	Item No.
Mounting kit	50753



With the model change from 1979 to 1980, the recesses for the fork legs in the fender were moved rearward due to the new fork. Therefore, the old fender design fits XT500 models built in 1980 or later only with the use of our adapter, Item No. 50109, and the new fender design fits XT500 models built in 1979 or earlier only with the use of our adapter, Item No. 50111.

SCRAMBLER ALUMINIUM FENDER

- Particularly stylish aluminium fender with a low mounting position, ideal for contemporary scrambler conversions
- The elaborate mounting bracket blends harmoniously into the lines of the XT500
- Mounting is via milled aluminium clamps on the fork tube; fits without modifications to the fork
- Surface with an elegant matte finish (can also be polished)
- Delivered complete and ready to install

Year of manufacture	Item No.
XT500-'79	22024
XT500'80-	22025



TRIAL FENDER

- The low mounting position of the classic fender gives the XT500 an authentic trial look
- Black aluminium bracket with lightening holes, mounted to the fork tube with machined aluminium clamps
- Fits without modifications to the fork
- The un-drilled fender and the included decal can be positioned individually
- Approx. 740 mm long, 100 mm wide, maximum 135 mm curve radius; fits XT500 '80–

Version	Item No.
With black plastic fender	50769S
With white plastic fender	50769W
With matte aluminium fender	50769A



WIRING HARNESS ROUTING

- Mounts under the lower triple clamp
- Guides and protects the cable harness that runs freely with low-mounted fenders
- Compatible with our trial and scrambler fender conversions
- Stainless steel with black plastic coating

Description	Item No.
Wiring Harness Guide	30336





REAR FENDERS & ACCESSORIES

Description	Remarks	Item No.
Original Fender "Clean White"	XT500-'88	**50051**
Original fender "Shiny Black"	XT500S '89	**50771**
Original Fender "Crystal Silver"	XT500 '78 USA/AUS	**50762**
Rear Fender Mounting Kit, Complete, 25-piece set including instructions	XT500/S all	**50754**
TT500 Rear Fender Mounting Kit, complete (13-piece)	TT500	**50751**
Inner fender extension	TT500, XT500/S all	**28123**
Sealing plug for original rear fender, oval hole/cable feed-through	XT500, required if original taillight bracket is omitted	**50189**
Replacement rubber/splash guard for inner fender	TT500, XT500	**28711**
Rubber seal between seat and inner fender	TT500'77-, XT500'77-	**28838**
Clip for battery vent hose	TT500'77-, XT500'77-	**21317**



50771



50762



28838



28711





Licence plate holder

Item 50097 Recommended

Rear Conversion Options	Item No.
Clean White	50183-CW
Competition Yellow	50183-CY
El Toro Orange	50183-ET
New El Toro Orange	50183-NE
Yamaha Black	50183-YB

COMPLETE TT-STYLE REAR CONVERSION KIT FOR XT

- Long-awaited complete conversion kit for a contemporary and authentic rear conversion in the sporty, sleek TT500 style
- Delivery includes illustrated installation instructions and indicator brackets for mounting the original indicators in the authentic “Export” look
- The conversion requires no frame modifications and does not need to be registered – 100 % TÜV-compliant
- Authentic TT500 look – sportier, sleeker, and lighter than the original XT
- Alternative to the expensive OEM fender. Fender made of solid-coloured plastic (requires additional drilling for taillight installation), no painting required
- Can be restored to original condition at any time! Delivery includes all necessary parts; for Euro licence plates, we additionally recommend Item 50097
- Fits all XT500 models, regardless of whether they have a short or long original seat

What's Included





40372
Not included

Our recommendation for an authentic look on the front: Handlebar indicators, item no. 40372

TT REAR FENDER

Rear fender	Model	Item No.
Clean White	TT500 '76/'80/'81	50718
El Toro Orange	TT500'77	50722
Competition Yellow	TT500 '78	50720
New El Toro Orange	TT500'79	50719
Solid Black	All TT500	50742


Clean White


El Toro Orange

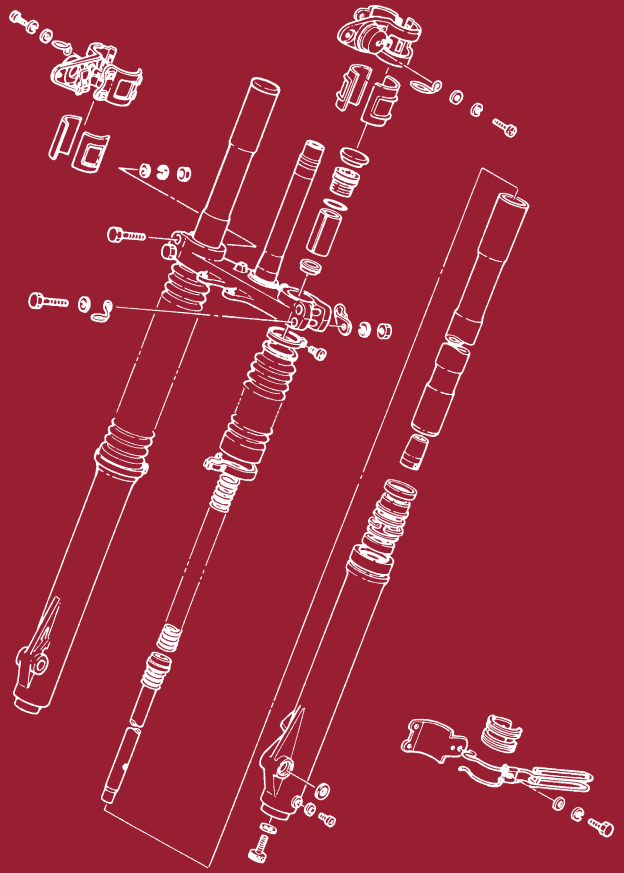

Competition Yellow


New El Toro Orange


Solid Black



FRONT FORK





ORIGINAL-STYLE FORK BOOTS

- A perfect replica of the original parts, which have been out of stock for years; even details such as the filter inserts from the early competition models have been taken into account
- The fork boots are self-clamping at the bottom of the fork tube and fit at the top together with the original clamps; the material is as thick and therefore as durable as the original



22485



22486



22489

Model	Remarks	Item No.
TT500 '77–'78, XT500 '77–'79	Ø 75 mm	**22485**
TT500'77-'78 (USA, AUS) ***with mini filter inserts***	Ø 75 mm	**22489**
TT500'79-, XT500/S'80-	Ø 58 mm	**22486**



22489 with mini filter cartridges

FORK BOOT CLAMP

- Genuine accessory, fits all TT/XT500 models

Description	Item No.
Clamp on the fork tube (top)	**27196**
Matching screw	**27190**



FORK EXTENSION KIT

- Extends the fork tube by 30 mm. Supplied in pairs, ready to install, ideal as a complement to the suspension lift kit in combination with all 390/395 shock absorbers
- We recommend our extended side stand, item no. 10214

Model	Item No.
XT500'80-, but without TÜV	**40794**



FRONT FORK ACCESSORIES

Description	Year	Item No.
Fork tube 36×664 mm	80-	40262
Aluminium end cap (external hex)	-'79	40006
Sealing plug (internal hex)	'80-	21036RP
Matching cover cap	'80-	21037
O-ring closure plug	all	21035
Side fork oil drain plug for lower fork leg	all	27953
Seal for side drain plug	All	27876
Screw for lower fork leg/shock absorber insert M10×1.0×25 mm	All	27854
Copper gasket, screw for lower fork leg/damper insert	all	94011
Seal/Guide Ring Damper Insert	-'79	29288
Front Fork Slide Bearing with Anti-Friction Coating	all	28623
Dust cap for fork tube, 1 pair	'76–'77	21293
Studs for fork tube	All	27954
Dust seal, fork (sleeve above oil seal), OEM, 1 piece	'80-	28297
Metal cover dust seal/inner tube (end cap above seal, Item No. 28297)	'80-	28341
Spacer for inner fork tube guard, left wheel axle	'80-	29577

❶ ***Removal difficult; special tool may be required!***



28297



40006



21293



28623

FORK SEALS

- Replace these wear parts in a timely manner, e.g., when changing the fork oil or fork springs

Designation	Model	Item No.
Fork oil seals, 1 pair	All	21007
Clip-on fork seal, 1 piece	-'79	28349
	'80-	28346
Spacer between oil seal and clip, 1 piece	-'79	28353
	'80-	28312

❶ ***For XT500-'79, please replace the guide ring of the fork damper insert (Item No. 29288) at the same time***



All replacement parts for the fork, with category and model filters ('79/'80), in the online store

STIFFER FORK SPRINGS

- No more annoying and dangerous fork bottoming out
- Progressive spring characteristics: the fork responds sensitively to small bumps without bottoming out under heavier loads
- Wilbers fork springs are particularly suited for sporty riders who value the finest response
- WIRTH, the classic since the 1980s
- Order the appropriate fork oil at the same time if necessary
- Both manufacturers have ABE approval for the XT500

Manufacturer	Item No.
WIRTH	21169
Wilbers	22539



HIGH-PERFORMANCE FORK OIL

- Regular fork oil changes improve fork responsiveness and reduce wear

Description	Item No.
Wilbers ZERO Friction SAE 10, 1000 ml	21004
Putoline SAE 10, mineral-based, 500 ml	20101
Yamaha SAE 10, 500 ml	20096
JMT SAE 10, synthetic, 1000 ml	20082



When installing fork springs, you should always fill the fork with the correct amount of fork oil based on the air chamber height (LK) of the assembled, fork leg without the spring. This is measured from the top edge of the stanchion to the oil level; to do this, remove the fork leg if possible and hold it vertically. WIRTH recommends an air chamber height of 160 mm, Wilbers 180 mm. Yamaha specifies a fill volume of 236–240 ml. All manufacturers recommend the use of SAE 10 fork oil.

FORK OIL LEVEL ADJUSTER

- Only by determining the air chamber height can the fork legs be filled evenly. Easy to use, indispensable when changing fork oil, and absolutely practical!
- Delivered ready to use

Description	Item No.
Fork Oil Level Adjuster	40200



KAYABA FORK GREASE

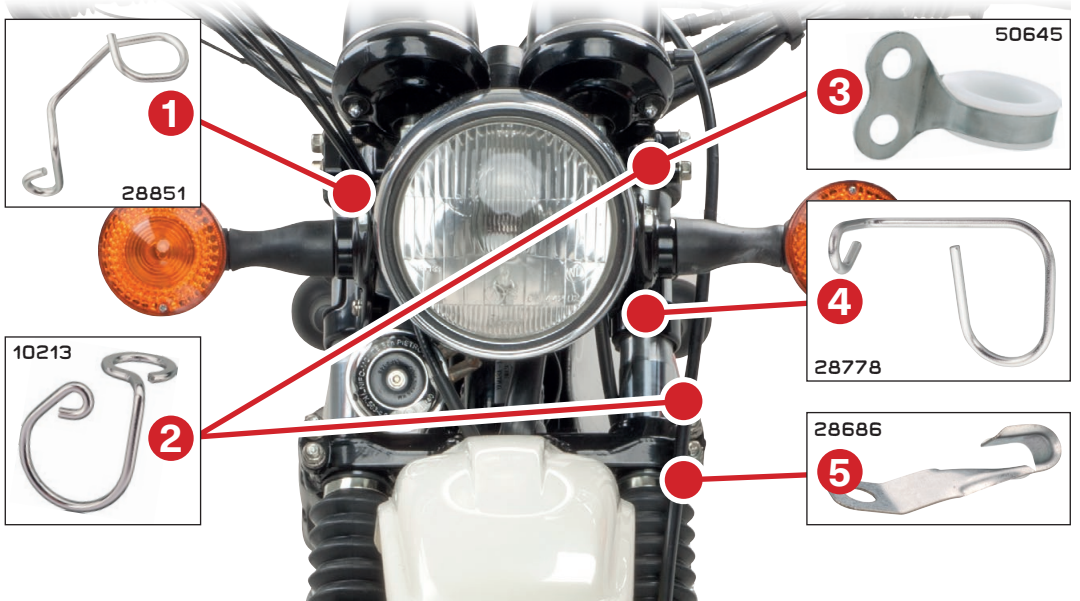
- Two benefits in one: lubricates the oil seals during installation and reduces the breakaway torque

Description	Item No.
KAYABA Fork Grease 5 ml Tube	50300



CABLE GUIDES

No.	Designation	Mounting position	Item No.
1	**Cable routing for throttle cables,** cable retainer	On the upper right lamp holder, guides the throttle cables	28851
2	**Cable routing for brake cable,** cable holder	On the upper and lower triple clamps on the left, guides the brake cable	10213
3	**TT brake cable holder,** 2-hole holder	On the TT500 '79 left upper triple clamp; ***also fits other models with 20 mm hole spacing, e.g., XT500 '80-***	50645
4	**Cable routing for clutch cable and speedometer cable**	On the inside of the left headlight mount, guides the clutch cable and speedometer cable	28778
5	**Speedometer cable holder**	On the lower left triple clamp, attached to the upper screw	28686



SPEEDOMETER CABLE MOUNTING HOLDER

- The rubber damper was first introduced on XT models starting in 1980 – if it is to be mounted on a fork tube from a model prior to 1979, please use a longer screw and do not tighten it all the way

Description	Item No.
Speedometer Cable Holder	27197
Matching retaining clamp	27195KD
Matching rubber damper	27185



RUBBER MOUNT SET

- Complete set for the original headlight holders. Fits the original XT headlight holders from all model years

Description	Item No.
Bulb Holder Rubber Set	29576



TT LAMP HOLDER

- Faithful reproduction of the lamp holder from the Lighting Parts Set, which was previously available as an option

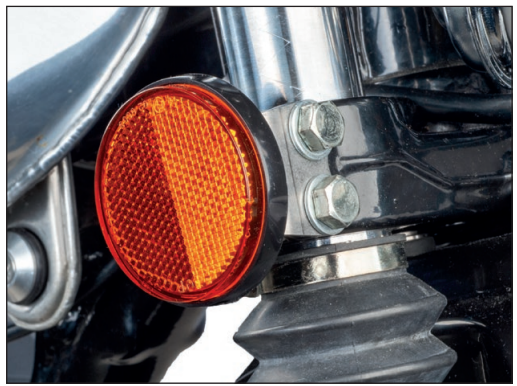
Description	Item No.
Lamp holder, 1 pair	33035
Rubber damper for lamp holder/fork tube, 1 piece	33036



REFLECTOR KIT

- Reflectors mounted on the sides of the triple clamp, as is common on imported XT500 models
- Mounting to the lower triple clamp is done using the original clamping bolts
- Included: two stainless steel mounts and two E-approved yellow reflectors with a diameter of 55 mm

Model	Item No.
Reflector Kit	50684



HEX SOCKET

- Fits 19 mm internal hex

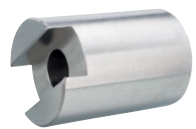
Application	Item No.
For example, XT500 '80- fork plug and fork damper tube	41762



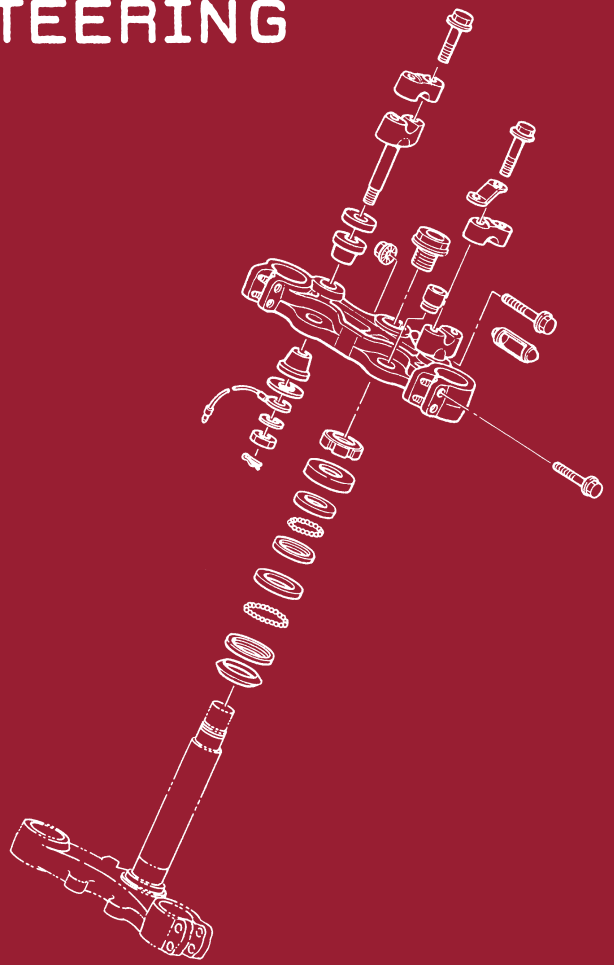
DAMPER PISTON RETAINER

- Practical socket with slot, 1/2" drive

Application	Item No.
Useful for disassembling and re-assembling, for example, older XT500 forks (up to model year 1979; use item 41762 for 1980 and later)	40120



STEERING





HANDLEBAR MOUNT

- If this part has been bent due to a crash, it should always be replaced for safety reasons!

Model	Item No.
Original part from the SR400; aluminium clamping shell with clear coat and steel bolts; **technically compatible with the XT500, shape slightly more angular than the original**	20018
Faithful reproduction for XT500; high-performance steel CNC--milled and plastic-coated	20051RP



2018 20051RP

HANDLEBAR MOUNT ACCESSORIES

Description	Item No.
Curved washers, set of 4, mount above or below the handlebar mount rubber pads (Item 27974)	29988
Rubber handlebar mount XT500, 4× required, fits in the triple clamp	27974
Upper part of XT500 handlebar mount clamp, black, 2× required	28004
Flange screw for handlebar mount XT500, 4× required, M8×40 mm	27193
Nut for handlebar mount fastening, 2× required, M10 fine thread	098510001B
Ground cable, screws under the left handlebar mount	22733



29988 27974



27193

SOLID HANDLEBAR BUSHING KIT

- No more spongy steering!
- Installed in place of the original rubber bushings in the triple clamp, they ensure 100% precise power transmission. Easy installation thanks to a well-designed multi-piece construction
- Set includes all parts needed to convert a triple clamp. The original handlebar mounts are retained

Model	Item No.
XT500 all	40702



VENTING HOSE HOLDER

- Standard equipment on the TT500 and XT500
- Simply mounts on top of the left handlebar mount

Description	Item No.
Bleed hose holder	10220

Accessories

Description	Item No.
Vent hose for fuel cap, Length 50 cm, black	30313



STAINLESS STEEL STEERING HEAD BOLT

- A rust-free and attractive replacement for the always shabby original cap screw on the triple clamp
- Intricately CNC-machined design
- Shape similar to the original

Description	Item No.
Steering head bolt, stainless steel	30555



ORIGINAL STEERING HEAD BOLT

- Original replacement part; currently, this part is shipped with a "green zinc" finish and is no longer chrome-plated

Description	Item No.
Original steering head bolt	10124



RUBBER PROTECTOR FOR FORK CLAMP

- Fits directly behind the steering head bolt and covers the M8 bolt of the triple clamp/steering head bearing clamp; also fits the side fork tube clamps

Description	Item No.
Rubber Protector for Fork Clamp	27186
M8 bolt upper triple clamp (3× or 5× required), hex SW 12	10164



STEERING HEAD BEARINGS & ACCESSORIES

Description	Item No.
Upper/lower steering head bearing set, tapered roller, low-maintenance	90008
Slotted nut for steering shaft, for adjusting the steering head bearing	28497
Cover cap/dust cap for steering head bearings, with vulcanized sealing lip	28103
Dust seal, lower steering head bearing	28140
Spacer between steering stem/lower triple clamp and lower steering head bearing/seal, also required for tapered roller bearings; compatible with XT500'80– **This part is not listed in the Yamaha microfiches**	28234



90008

STEERING HEAD BEARING GREASE

- This high-performance grease offers extreme protection from -40°C to +150°C and, thanks to its exceptional adhesion, stays exactly where it's needed to lubricate, even under heavy impact
- Reliably prevents the dreaded seizing of the bearing during straight-line riding and provides long-term protection for the mechanism against moisture and wear
- Lithium-based, without MOS2

Quantity	Item No.
80 g tube	50347



TRIPLE CLAMP RUBBER DAMPER BUSHING

- Mounts between the triple clamp and the instrument bracket, 1 piece (2× may be required)
- Fits all XT500 models

Description	Item No.
Triple Clamp Rubber Damper Bushing	29506



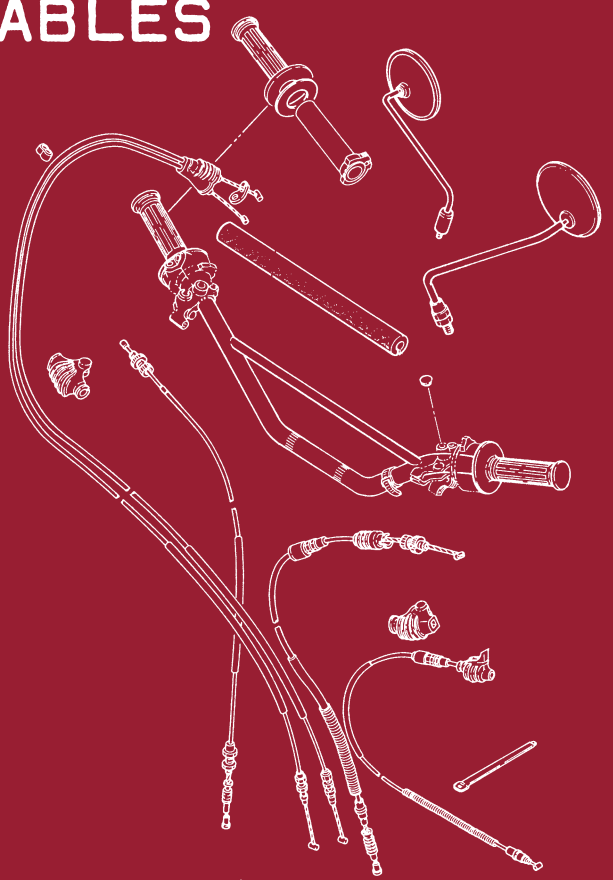
UNIVERSAL HOOK WRENCH

- Suitable for almost all mono and twin shock absorbers as well as steering head bearing locknuts; sturdy stainless steel construction

Application	Item No.
Fits diameters from approx. 40 mm to 75 mm	40090



HANDLEBARS & CABLES



HANDLEBAR IN ORIGINAL SHAPE

- Available as a high-quality replica or as an original replacement part
- Replica version identical to the original; without TÜV certification

Replica	Dimensions W×H×D/Note	Item No.
TT500-'78	946×188×130 mm, chrome-plated	22460
TT500'79-	823×168×107 mm, black	22470
	823×168×107 mm, chrome-plated	22470CR
XT500'76	850×202×76 mm, chrome-plated	28036RP
XT500 '77–'79	843×177×83 mm, chrome-plated	22563
XT500/S '80–	844×166×100 mm, chrome-plated	22375RP
XT500/S'80-	844×166×100 mm, black	22375BL

Orig. replacement part	Dimensions W×H×D/Note	Item No.
XT500/S'80-	844×166×100 mm, chrome-plated	22375

When fitted to the intended motorcycle, original handlebars do not require additional approval or registration!



ORIGINAL HANDLEBAR PADS

- Installed as standard starting in 1980; also fits earlier handlebar models

Description	Item No.
Original handlebar pads	11055
Matching cable tie for handlebar pad, 2 × required	29182





"RETRO" HANDLEBAR PAD SET

- Protection against stone chips and cold. Supplied undrilled. For mounting on the XT500, a longer lever bolt is required on the left and right of the handlebar (please order item 28459 2× as well)

Model	Item No.
1 pair for right and left	33217





LEVER MOUNT

- Genuine Yamaha replacement part, shipped without small parts (reuse these from the old part or order them at the same time)

Model	For clutch lever Item No.	For brake levers Item No.
TT500	10056	28062
XT500	10056	10055



BOLTS FOR HANDBRAKE AND CLUTCH LEVERS

Bolts for:	Item No.
Handbrake lever bracket	28459
Clutch and brake lever mount (for drum brakes)	10050



FORGED CLUTCH AND BRAKE LEVERS

- Best possible quality, maximum safety margin

Clutch lever

Model	Colour	Item No.
XT500	matte black	33050
	silver (OEM)	29120
TT500'81-	silver/short	33096

Brake lever

Model	Colour	Item No.
XT500	matte black	33052
	silver (OEM)	29121
TT500'81-	silver (OEM)	28391



HEAVYDUTY CLUTCH & HANDBRAKE LEVERS

- Bends rather than breaks; offers a certain safety margin. Shape similar to the original
- More affordable than forged levers; used daily by the KEDO team

Clutch lever

Model	Colour	Item No.
TT500-'79. XT500'76	matte black	28039
	silver	
XT500	matte black	33282
TT500 '81-	silver/short	33096

Brake lever

Model	Colour	Item No.
TT500-'79. XT500'76	matte black	28040
	silver	28132
XT500	matte black	33061
TT500 '81–	matte black	33281



CLUTCH & HANDBRAKE LEVERS

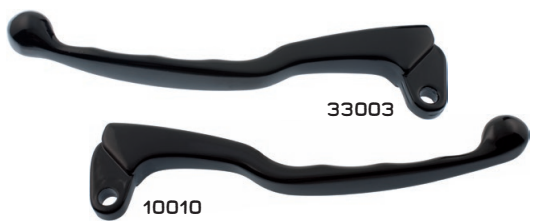
- A frequently needed spare part – a new set of levers should therefore always be included in your luggage on tours as a form of "travel insurance"
- Shape similar to the original
- Colour: black painted or polished aluminium

Clutch lever

Model	Colour	Item No.
TT500-'79, XT500'76	silver	28070
XT500'77-	black	33003
	silver	33001
TT500'81-	silver	28387

Brake lever

Model	Colour	Item No.
TT500'80	black	28135
XT500'77-	black	10010
	silver	11004
TT500'81-	silver	28391RP



ADJUSTMENT SCREW SET M8x1.25

- Universal fit for many clutch and brake lever mounts
- Adjusting screw includes lock nut
- 1 piece; see table for colour and quality

Specifications	Max. pull Outer Ø	Item No.
Steel, acceptable manufacturing quality, 28 mm long	8 mm	40751
Steel, silver-plated, OEM quality, 28 mm long	8 mm	40751ZN
Aluminium, gold anodised, OEM quality, 30 mm long	8 mm	40751G
Aluminium, red anodised, OEM quality, 30 mm long	9 mm	40751R
Aluminium, silver anodised, OEM quality, 30 mm long	9 mm	40751SI



CLUTCH/BRAKE PROTECTIVE BOOT

- Protects against the ingress of dirt and moisture; used on the clutch and parking brake levers
- Fits both right and left

Description	Item No.
Articulated protective boot (large)	22319
Round protective boot (small)	28957



BOWDEN CABLE PROTECTIVE CAP

- Smooth/black, one-piece (fits right/left)

Model	Item No.
TT500 and various Yamaha models	22315



O-RING HAND LEVER

- Acts as a vibration dampner, reduces lever rattling. Fits most of our handbrake and clutch levers (the hole for the mounting bolt has a circumferential groove on the underside of the lever)

Description	Item No.
O-ring for hand lever	40218



BRAKE LEVER ASSEMBLY REPLICA

- Complete brake lever assembly with brake lever, Bowden cable adjustment screw, lever bolt, and brake light switch. Mirror mount M10×, 1.25 left-hand thread, same as the original part

Description	Item No.
Brake Lever Assembly Replica	41730



"TT" CROSS-STYLE CONTROL SET

- Brake and clutch lever set for 2-finger operation (short levers). WITHOUT mirror mount, WITHOUT brake light switch

Description	Item No.
"TT" Cross Control Set	40761



"SPORT" REPLICA HANDLEBAR ASSEMBLIES

- Complete lever assembly with lever, bolt, and Bowden cable adjustment screw, but WITHOUT mirror mount
- Clutch lever assembly without decompression lever mount, brake lever assembly without brake light switch mount
- Clutch and brake levers are available separately as crash parts

Lever colour	clutch assembly Item No.	brake assembly Item No.
silver	40759	41875
black	40759BL	41875BL



DECOMPRESSION LEVER

Description	Item No.
Aluminium lever, CNC-milled	22056
Plastic lever, original parts	27860
Rubber sleeve, fits both lever types, original part	28041
Bushing for lever mounting	10072
Screw, M5×18 mm	29407
Nut M5	0985050008



HYDRAULIC CLUTCH ACTUATION

- Less hand force required, as friction losses no longer occur
- Consistent pressure point; wear is compensated by the hydraulic system
- Based on the Magura Hymec Type 167 with custom-designed solutions for easy installation. Includes a decompression lever, compatible with the existing decompression cable
- With M10 mirror thread × 1.25 Right-hand thread as on the original clutch assembly

Model	Item No.
XT500/S all	40673

Replacement clutch lever, length 163 mm:

Version	Item No.
black	41651B



LEFT HANDLEBAR SWITCH

- Excellent replica with correct wiring diagram, matching connectors and cable colours; visually almost identical

Model	Item No.
XT500-'78	40102
XT500 '79–'85	40103
XT500 US model	40223



REPLICA INDICATOR BUTTON

- Includes actuator arm and screw

Model	Item No.
Label: L/R red, recessed	50292



HORN & STARTER BUTTON

- Fits all Yamaha handlebar switches with a round horn or starter button

Model	Item No.
Set: Button, coil spring, and contact pin	40250



HANDLEBAR SWITCH LABELS

- Replacement for faded, worn, or peeling labels; weather-resistant, printed on silver high-performance film, and precisely cut to fit. Comprehensive set consisting of several abrasion-resistant individual stickers covered with a protective film

Version	Item No.
Fits right and left handlebar assemblies	41777



ORIGINAL YAMAHA RUBBER GRIPS

• Original equipment on all TT/XT500 models, essential for maintaining the original condition

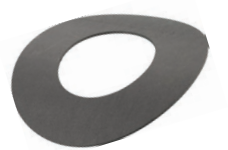
Description	Item No.
Right-side grip	22390
Left rubber grip	10110



DONUT/FLAT RING FOR THROTTLE GRIP

• Sliding ring between the throttle grip rubber and the handlebar switch; the smooth side faces inward

Description	Item No.
Donut/flat ring for throttle grip	22110



"ENDURO" RUBBER GRIP

• Ideal for off-road use, simple & durable

Description	Item No.
"Enduro" rubber grip	22386



"OFFROAD" RUBBER GRIPS

• Features an additional recess for attaching a retaining wire, so the rubber grips won't slip even in bad weather

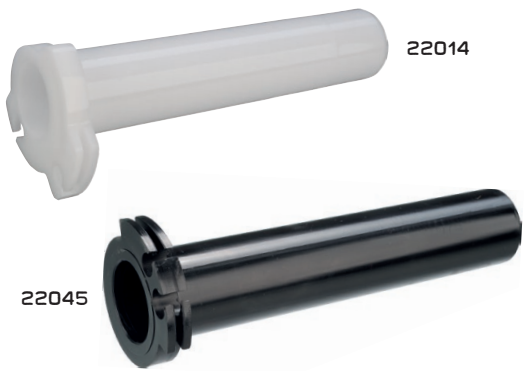
Description	Item No.
"Offroad" rubber grip	22398S



THROTTLE GRIP BASE

• Compatible with the original throttle assembly
• Replace in a timely manner – wear and tear here can cause dangerous delays or even jamming when releasing the throttle!

Model	Item No.
For original carburettors , Mikuni VM32/VM34SS	22014
for flat-slide carburettors , Mikuni TM36/40	22045



MIRROR (ORIGINAL/REPLICA)

- High optical purity, good workmanship
- The arm is approximately 145 mm long
- Features Yamaha's typical right- and left-hand threads; the right side of the mirror has a left-hand thread

Version	Item No.
Left, chrome-plated mirror arm	50002
Left, chrome-plated mirror arm (OEM)	500020EM
Right, chrome-plated mirror arm	50001
Right, chrome mirror arm (OEM)	500010EM
1 pair, left/right, chrome-plated mirror arm	50011
1 pair, left/right, black mirror arm	50133



DAYTONA MIRROR "CLASSIC"

- Very high-quality workmanship
- Plastic mirror housing with approx. 104 mm diameter, black-coated steel mirror arm approx. 140 mm wide, sturdy ball joint, e-approved
- Mirror thread: M10×1.25 – also fits the XT500 thanks to the included left-hand thread adapter
- Since the thread adapter is interchangeable (left-hand/right-hand thread), both mirrors are always at the same height

Description	Item No.
Daytona "Classic" Mirrors	31328



CHROME-PLATED MIRROR

- Diameter approx. 100 mm, mirror arm approx. 165 mm. With Yamaha-standard right- and left-hand threads

Model	Item No.
Right-side mirror	50032
Left mirror	50031



MIRROR MOUNT COVER

- Covers the exposed M10 threaded studs when riding without a mirror

Description	Item No.
Mirror mount cover cap	27165



THROTTLE, CHOKE, CLUTCH, AND BRAKE CABLES

- High-quality accessories and/or genuine replacement parts
- When replacing the clutch and brake cables, replace the protective boot on the hand lever at the same time (see Item 22319)

Model	Description	Original Item No.	Accessory Item No.
TT500 all	Throttle Cable Set	29290	30006
	Clutch Cable	– – –	11120
	Decorative Cable	– – –	27958
TT500'79-	Brake cable with M8 adjuster	– – –	11118
XT500 all	Complete throttle cable	29290	30006
	Decorative cable	– – –	27958
XT500-'79	Brake cable with M6 adjuster	– – –	11097
XT500 '80–	Brake cable with M8 adjuster	– – –	10007
XT500 all	Clutch cable	27040	30276

HIGH-QUALITY CABLES

- Our cable series bridges the gap between basic aftermarket cables and high-priced original replacement parts
- The lengths of the outer casings and inner cables correspond exactly to the original, and the best materials were selected for each individual cable component
- Rust-proof inner cables with chrome-plated nipples, Teflon-coated, compression-resistant outer casings, Viton rubber elements, stainless steel adjusters and end caps, and, where applicable, soft PVC cross-wraps and stainless steel metal spirals

Description	Suitable for	Item No.
High-quality brake cable with M6 adjuster	XT500-'79	10006HQ
High-quality brake cable with M8 adjuster	XT500'80-	27519HQ
High-Quality Clutch Cable	XT500 '76–	27040HQ
High-Quality, Decompression Cable	XT500'76-, SR500-'83	33008HQ
High-Quality Brake Cable with M6 Adjuster	TT500-'78	11119HQ
High-Quality Complete Throttle Cable	TT500, XT500	29290HQ



EXTENDED BRAKE CABLE

- Useful for the popular conversion of the XT500 to, for example, the longer TT/YZ fork legs
- 85 mm longer than the original brake cable
- High-quality stainless steel core, silicone-coated outer jacket for low hand force

Suitable for	Item No.
XT500-'79 (with brake anchor plate for M6 adjuster)	**11143**
XT500'80- (with brake anchor plate for M8 adjusters)	**11144**



DOUBLE-CLIP THROTTLE CABLE, CONNECTS BOTH OUTER SLEEVES

- Original replacement part, fits items 30006, 29290, and 29290HQ; 1 piece

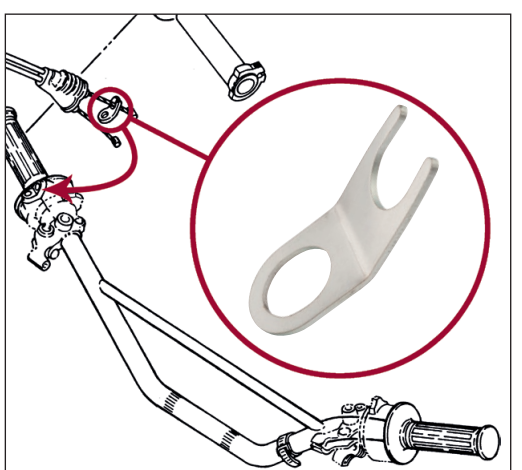
Description	Item No.
Double-clip throttle cable	**27187**



RETAINING PLATE FOR THE THROTTLE CABLE ON THE THROTTLE GRIP

- The throttle grip housing lacks a suitable surface to support the throttle cable adjustment screws
- This plate serves as a stable and flat counter-surface for the adjustment screws of both throttle cables, thereby protecting the throttle grip housing; replacement for an original part that is no longer available

Model	Item No.
TT500, XT500	**22016RP**



SPEEDOMETER & TACHOMETER DRIVE PLUG

- Simply mounts in place of the speedometer or tachometer shaft, reliably sealing the connection to the wheel hub or cylinder head

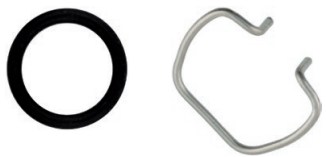
Description	Item No.
Sealing plug	40537



SPEEDOMETER & TACHOMETER CABLE ACCESSORIES

- O-ring and clip, fits virtually all push-fit speedometer and tachometer shafts

Description	Item No.
O-ring	30002
Clip	30003



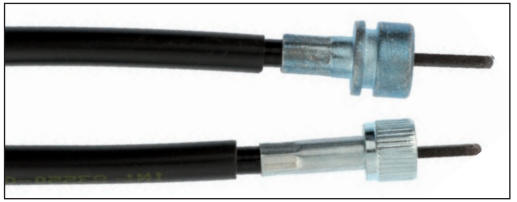


SPEEDOMETER & TACHOMETER CABLES

- Very high quality or genuine replacement part
- Highly flexible with a twisted core; outer sheath with abrasion and heat protection
- The drive side requires one O-ring (order item 30002 at the same time) and one retaining clip (see item 30003)

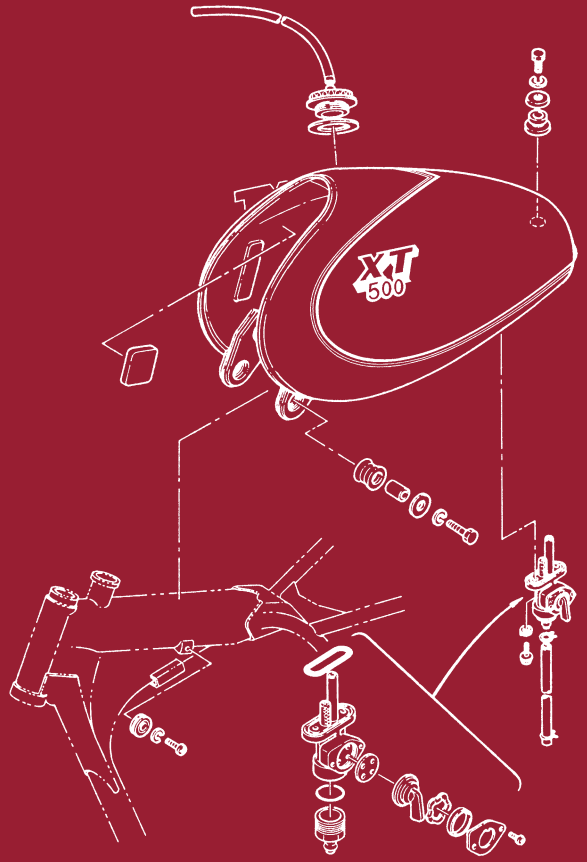
Speedometer cables		Item No.
XT500-'79 (length approx. 82 cm)	Accessories	30010
	OEM	30082
XT500 '80- (Length approx. 87 cm)	Accessories	31058
	OEM	30012

Tachometer cables		Item No.
TT500, XT500 all (length approx. 640 mm)	Accessories	30001
	OEM	27012
Short version for 60 mm instrument holder, item 41903 (length approx. 540 mm)	Accessories	30061




YAMAHA

FUEL TANK



TANK EMBLEM

- Can (and should) be professionally coated with clear varnish
- Fits both right and left

Finish	Colour	Image	Item No.
XT400 '81–'82 (5FO)	black/red	A	21306
TT500 '80	black/white	L	21280
XT500 '78 USA	black/white	L	21280
XT500 with 400cc displacement	black/red/white	B	21311
XT500 '79 USA	black/red/white	K	21318
XT500 '80	black/red/white	E	28025
XT500 '81–'85	black/red/white	F	21161
XT500 '86–'88	black/red/white	I	29195
XT500S '89–	black/red/white	J	21077
XT500 with 535cc engine	black/red/white	C	21308
XT500 with 570cc displacement	black/red/white	D	21313
XT500 with 600cc displacement	black/red/white	G	21315
XT500 with 700cc displacement	black/red/white	H	21316





TANK DECALS

- High-quality and printed on film suitable for vehicle wrapping, virtually indistinguishable from the original.
- Not (as is often the case) assembled from plotter film – plotter decals merely resemble the original and typically cause problems during painting, such as the formation of drips
- Multi-piece, optimized design that makes application easier. Immediately suitable for professional coating with clear lacquer. Visually very close to the original!
- Includes oil service sticker, if this was standard equipment (on TT500-'78 and XT500-'79)



KEDO YouTube Channel: How to apply the XT tank decal for the '81 model

• TT500 USA model

Model	Finish colour	Image	Item No.
TT500 '76	red/black/white	A	90087
TT500 '77	orange/black/yellow	B	91065
TT500 '78	yellow/black	C	91066
TT500 '79	orange/black	D	91067
TT500 '80	black/white ❶	E	91068
TT500 '81	black/red ❶	F	91069

❶ *Just like with the original, additional painting work is required*

XT400 (5FO)

Model	Decal colour	Image	Item No.
XT400 '81-'82	red/black/white ❶	G	90323

❶ *Just like with the original, additional painting work is required*

XT500 European model

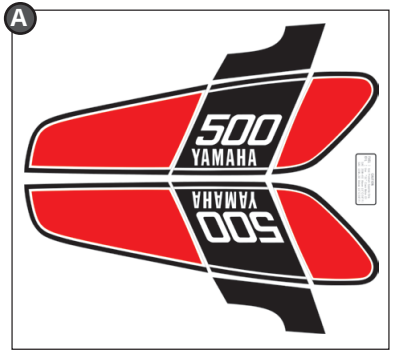
Model	Decal colour	Image	Item No.
XT500 '76	red/black/white	A	90087
XT500 '77	beige/red/black/white	H	91139
XT500 '78	red/black	I	91140
XT500 '79	black/red	J	91141
XT500 '80	red/black/white ❶	K	91435
XT500G '80US	black/white ❶	L	91179
XT500 '81–'85	red/black/white ❶	M	90311
XT500 '86–'88	dark blue/red/black/white ❶	N	90312
XT500S '89-	dark blue/red/anthracite/white ❶	O	90352

❶ *Just like with the original, additional painting work is required*

APPLYING (TANK) DECALS IS DIFFICULT!

Applying tank decals to a curved surface can be tricky. For helpful tips and a step-by-step demonstration, watch the KEDO YouTube video showing how to apply XT tank decals. Scan the QR code on this page to watch.

A



TT500 '76, XT500 '76

B



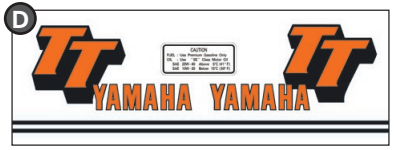
TT500 '77

C



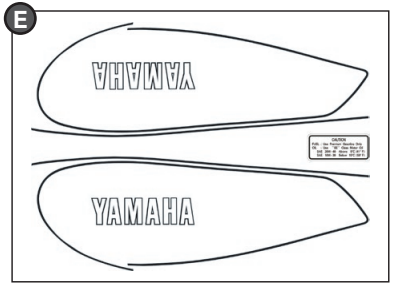
TT500 '78

D



TT500 '79

E



TT500 '80

F



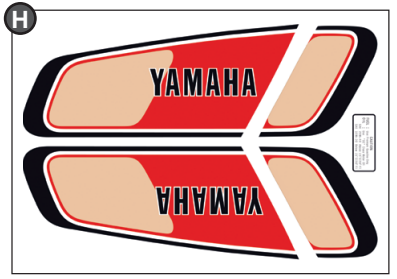
TT500 '81

G



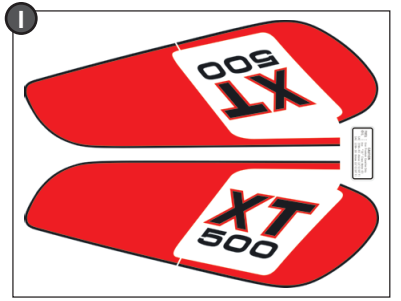
XT400 '81–'82

H



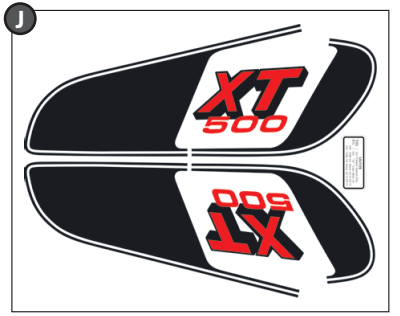
XT500 '77

I



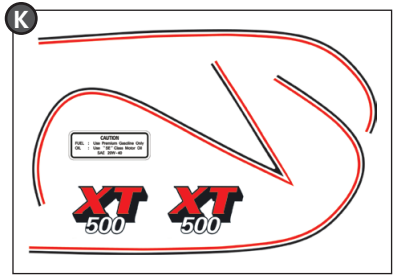
XT500 '78

J



XT500 '79

K



XT500 '80

L



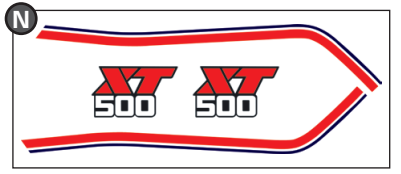
XT500G '80US

M



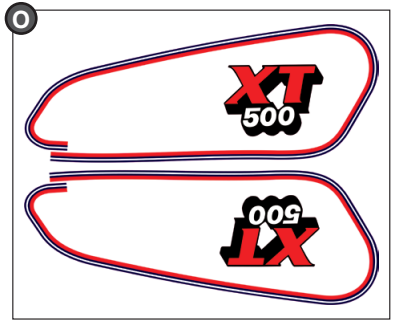
XT500 '81–'85

N



XT500 '86–'88

O



XT500S '89-

FUEL TANK DECALS FOR TT CONVERSION

- Classic XT tank decals in the "76," "Steel Tank," and "Aluminium Tank" designs in the popular TT500 colours "New El Toro Orange" and "Competition Yellow"

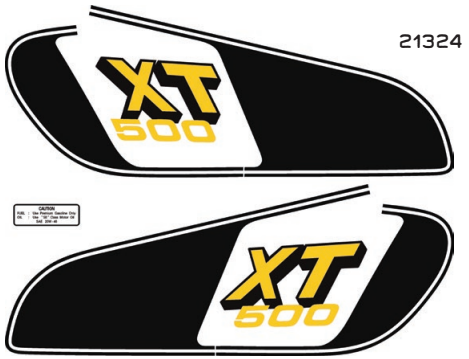
Design	Colour	Tank shape	Item No.
1976	yellow/black	Steel	21322
1979	black/yellow	Steel	21324
1979	yellow	Aluminium	21329
1979	orange	Aluminium	21328
1981	yellow/black	Aluminium	21323
1981	orange/black	Aluminium	21325



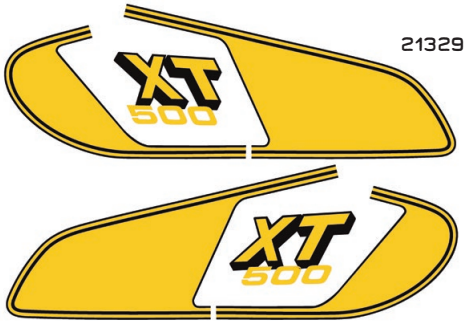




21322



21324



21329



21328



21323



21325


XT
500

KEDO FUEL TANK MOUNT

- Elegant bushing set for front tank mounting; replaces the original spacer sleeve and washer and simplifies tank installation
- Supplied as a set for both sides, complete with a selection of hex socket and hex head screws
- Check the rubber components in the front tank mounts regularly and replace them if necessary before they harden

Description	Item No.
Tank Mount Set with Screws	50683
Rubber front tank mount, 1 piece	10060





50683

SERVICE STICKER: PETROL/SUPER

- Authentic reproduction, silver foil with black print, dimensions approx. 82×35 mm, 1 piece

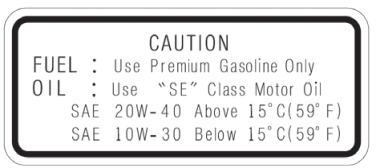
Model	Item No.
XT500 ’81–’89	90160



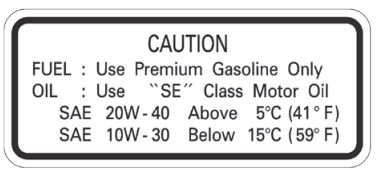
OIL SERVICE STICKER

- Authentic reproduction, white vinyl with black printing. Suitable for professional application with clear coat

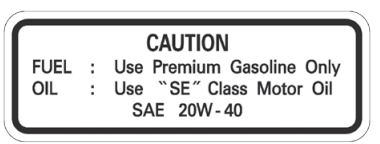
Model	Item No.
TT500-’76, XT500-’79	90100
TT500 ’77–’78	90101
XT500’80-	90102



90100



90101

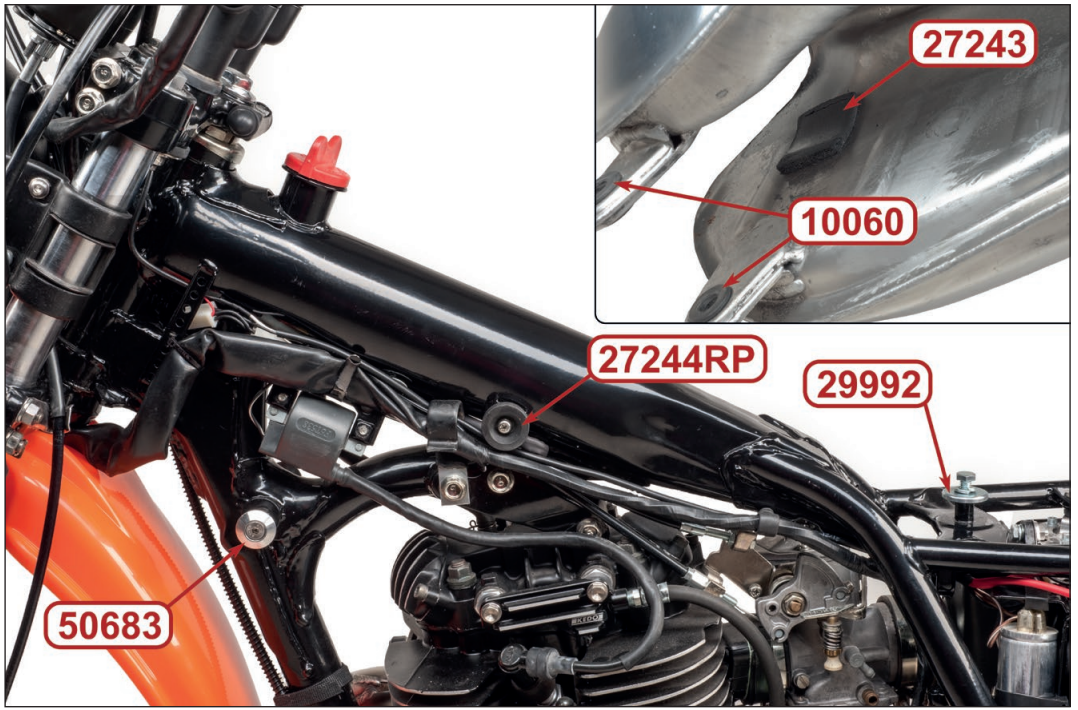


90102

TANK ACCESSORIES

• Mounting hardware, for TT/XT500 all model years

Description	Item No.
Rubber tank mount, front	10060
Matching bushing	10113
Rubber tank mount, rear	10062
Rubber dampers between frame and tank, left and right, 1 piece, 2 × required	27244RP
U-shaped washer for rear tank mount, galvanized, cupped, 1 piece	29992
Internal vibration dampner cushion	27243



FUEL CAPS & ACCESSORIES

Description	Item No.
Fuel cap -'79 (with external thread, also TT500-'77)	27135
Fuel cap gasket (for item 27135)	27133
Fuel cap '80- (also TT500 '79-) complete with rubber gasket	29105RP
Fuel cap gasket (for OEM fuel cap '80-)	29106
Fuel cap with lock '80- (also TT500'79-)	22209
Fuel cap vent hose, 50 cm, black	30313
Vent hose holder for handlebar clamp	10220





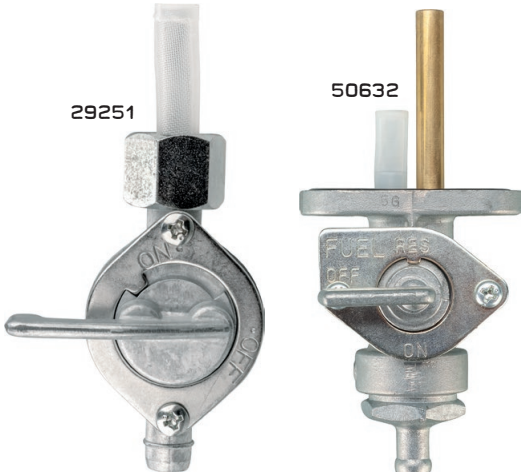
COMPLETE FUEL VALVE

- Includes gasket for the tank. For the XT500, two screws and two washers are also required

Model	Item No.
TT500 all	29251
XT500 all	50632

XT500 accessories, 1 piece each:

Description	Item No.
Sealing washer 6×12 mm	50016
Phillips screw M6×16 mm with 12 mm flange	29397PH



FUEL FILTER/FUEL HOSE SET

- Ready-to-install set, pre-cut to length, including spring clamps
- The paper filter used has proven itself in practice and offers the best filtration performance
- Fits the original Mikuni VM32 carburettor

Description	Item No.
Fuel filter/fuel hose set	40730



You can find all fuel hoses, fuel filters, and clamps in our online store

Screws with an integrated flange are required to install the XT fuel valve. Otherwise, fuel may leak from the screw head after some time. Standard German screws cannot be used here because their flanges have too large a diameter.

TANK/FUEL VALVE GASKET

Model	Item No.
XT500	50020



DOUBLE-RING SPANNER

- Perfect for your toolkit, for opening the fuel valve screen on the XT500 (24 mm) and the timing chain tensioner cap (27 mm)

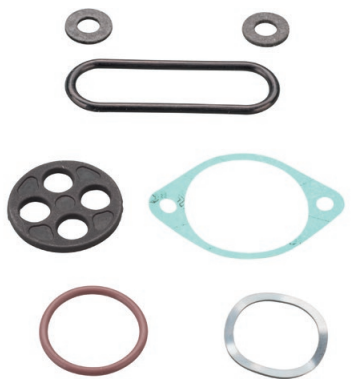
Description	Item No.
Double ring spanner, Aluminium-coated	31037



FUEL VALVE REPAIR KIT

• For the XT500, includes the gasket between the tank and the fuel valve

Model	Item No.
TT500	50063
XT500	50028



The XT's fuel valve – explained and repaired. With videos on moto.kedo.de

INLET PIPE FOR PETCOCK

• For repairing corrosion damage

Model	Item No.
XT500	50259



REPLACEMENT FILTER SCREEN FOR FUEL TAP

• Installed in the fuel tap as a spare tube and in the removable strainer
• Can also be used as an additional filter on the brass intake pipe, set of 2

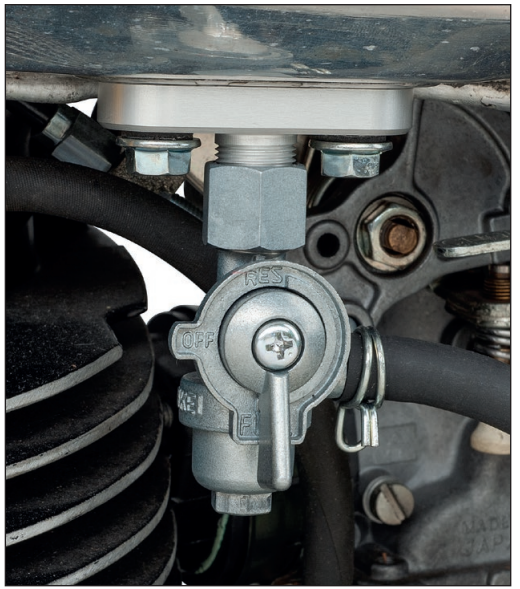
Model	Item No.
XT500	50666



TT-STYLE FUEL VALVE ADAPTER

• Conversion to the TT500 ON/OFF fuel tap, compatible with steel and Aluminium tanks
• Includes screws & gasket

Description	Item No.
XT fuel tap adapter with mounting hardware	50680
Compatible TT fuel tap (accessory)	50597
Matching TT fuel tap (OEM)	29251



EDGE PROTECTION

- Suitable for steel tanks, self-clamping, sold by the metre

Specifications	Width	Item No.
Chrome-plated	7.0 mm	**40132**
black smooth	7.0 mm	**40132B**
black textured	9.5 mm	**40785**



ESTD. 1992

Thumper Parts by KEDO

FUEL TAP DUMMY

- For tank refurbishment, seals the fuel tap opening to allow for rust removal or coating

Suitable for	Item No.
XT500	50303



RUST TREATMENT

- MoS2 rust remover effortlessly loosens stuck screws and nuts
- Fertan converts rust and passivates the metal. Brush on, let it sit, rinse with water – done
- Zinc spray protects bare or sandblasted metals. It also acts as a filler and evens out minor imperfections, serves as an immediate primer for topcoating, and is heat-resistant up to 500 °C

Product Name	Item No.
MoS2 RUST Remover, 300 ml	41533
Ice Rust Remover with cracking effect due to extreme cooling, combined with good penetrating action, 400 ml	41550
Fertan including brush, 30 ml	41536
Fertan, 250 ml	41535
Zinc Spray (Filler & Primer), 400 ml	51539



FERTAN/TAPOX TANK RESTORATION

- Tank restoration in seven steps
- Petrol-resistant 2-component sealant; no mechanical rust removal required
- Set containing 1,000 ml of special cleaner for degreasing and cleaning, 250 ml of Fertan for rust removal and corrosion protection, 415 g of resin, and 125 g of hardener with solvent as a two-component coating. One set is sufficient for a motorcycle tank of approximately 20 to 25 litres; for optimal results, be sure to follow the instructions and strictly adhere to the steps

Description	Item No.
Fertan/Tapox Tank Restoration	41546





THE DIFFERENCES BETWEEN THE SEATS

There are essentially two generations of seats (those manufactured before 1979 and those from 1980 onward, distinguishable by the position of the ventilation holes on the underside). Additionally, within both generations, a distinction is made between short and long versions, as the seats had to be extended with a riveted sheet metal extension to meet German road traffic regulations (StVZO).

briefly until 1979 (steel tank)

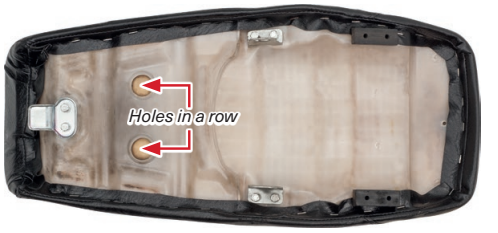






Matching foam core:
– Item No. 33110
Matching covers:
– Item No. 30784
– Item No. 31029

briefly starting in 1980 (Alutank)







Matching foam core:
– Item No. 33131
Matching covers:
– Item No. 30785
– Item No. 31031

XT500-'79 German model:

The seat has a length of approximately 64 cm (from seam to seam). The lower shell is approximately 66 cm long and has a riveted extension. Without this extension, it corresponds to the international version with a length of approximately 60 cm.

XT500 '80 German model:

The seat has a length of approximately 66 cm (with riveted extension); on the international model, it is approximately 60 cm.
The German seat variant is still available from Yamaha as a replacement part (Item No. 27801).

until 1979 (steel tank)



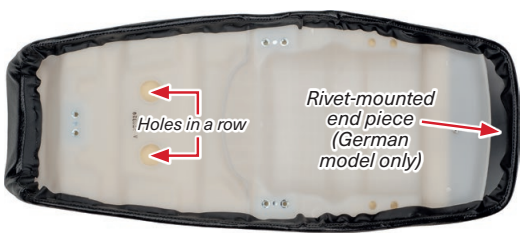
approx. 640 mm





Matching foam core:
– Item No. - - -
Matching covers:
– Item No. 28911

long, from 1980 (Alutank)



approx. 660 mm

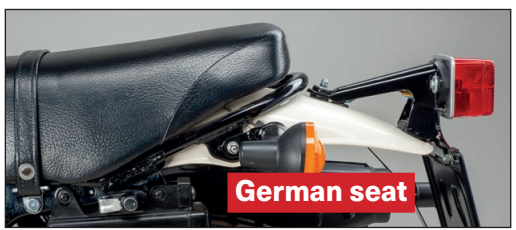




Matching foam core:
– Item No. - - -
Matching covers:
– Item No. 21010
– Item No. 30716

Please note:

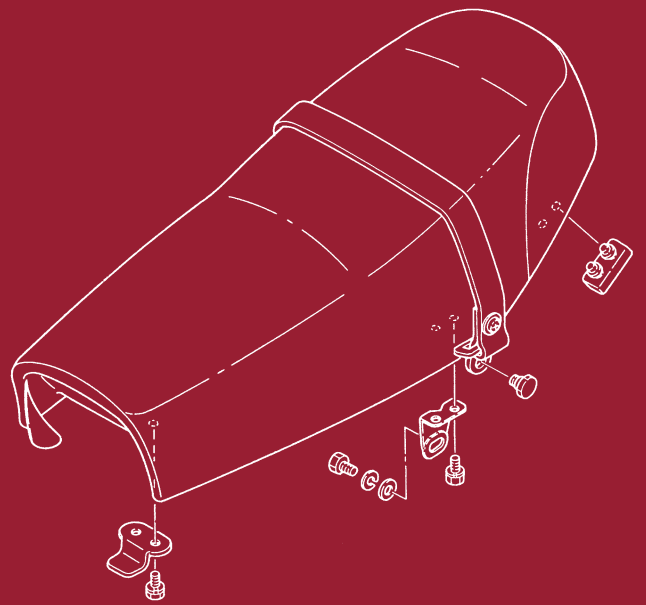
Seats from later model years (1980 and later) generally cannot be installed on earlier models (and vice versa). TT500 seats differ completely in shape and length from those of the XT500.





MODIFICATION: By removing the riveted end piece, the lower shells of the long German seats can be converted into short seats. We offer matching foam cores and covers for both generations of short seats. Please note: The shorter but more visually appealing version of the seat is officially approved in Germany for single-person use.

SEAT



REPLICA SEAT COVER

• Made and looks similar to the original. With welded seams

Model	Note	Item No.
TT500-'78	WITH YAMAHA LOGO	30778
TT500'79-	WITH YAMAHA LOGO	30783
XT500-'79	Short, seat width approx. 60 cm WITH YAMAHA LOGO	30784
XT500'80-	short, seat length approx. 60 cm WITH YAMAHA logo	30785
	long, seat length approx. 66 cm WITHOUT YAMAHA logo	30716

KEDO SEAT COVER

• High-quality, clean workmanship with extra-strong seams

Model	Note	Item No.
XT500-'79	short, seat length approx. 60 cm WITHOUT YAMAHA logo	31029
	Long, seat length approx. 64 cm WITHOUT YAMAHA logo	28911
XT500'80-	short, seat length approx. 60 cm WITHOUT YAMAHA logo	31031
	Long, seat length approx. 66 cm WITHOUT YAMAHA logo	21010



SEAT CUSHION FOAM CORE

- Shape and firmness similar to the standard version or slightly firmer
- Moulded version, same construction as the original

Model	Note	Item No.
TT500-'78		**33106**
XT500-'79	Short version, approx. 60 cm long	**33110**
XT500'80-	short version, approx. 60 cm long	**33131**



33110



33131

ORIGINAL SEAT

- Original seat for German XT500 models from 1980 onward (with long seat surface, approx. 66 cm)
- Reuse the seat bracket, rubber dampers, and webbing from the old part, or order them as new replica parts at the same time

Description	Item No.
XT500 Original Seat	**27801**





"YAMAHA" STENCIL

- Helpful stencil for the lettering on the seat cover; self-adhesive film

Size H× L in mm	Item No.
30×125	**30705**



PAINT SPRAY FOR FAUX LEATHER

- Ideal for applying lettering to our seat covers
- Colour: Alpine White Matte

Quantity	Item No.
400 ml spray can	**30711**

SEAT MOUNTING BRACKETS

- New edition of original replacement parts, some of which have been out of stock for a long time
- Exact reproductions with excellent build quality

Model	Remarks	Item No.
TT500-'78, XT500-'79	front, short	10080RP
TT500'79-, XT500/S'80-	front, long	10085RP
TT500'77-, XT500'77-	side, 1 piece❶	28247RP
Screw for retaining plate	6× may be required	28377

❶ *Also fits TT/XT 1976 with modifications*



10080RP



28247RP



10085RP



SEAT SEAT RUBBER MOUNTS

- Rear left and right rubber mounts

Model	Remarks	Item No.
TT500, XT500	2× required	10076RP



PASSENGER STRAP

- Faithful reproduction of the passenger strap, essential for restoration
- The matching retaining screw is available in chrome-plated (for a perfect restoration) or polished stainless steel (for everyday use)

Model	Note	Item No.
Passenger strap	XT500-'79	27259RP
Passenger strap	XT500/S'80-	27260RP
Retaining screw	Stainless steel, polished	10046
Retaining screw	Chrome-plated	10046CR



27259RP

SEAT MOUNTING BRACKET

Description	Remarks	Item No.
Seat mounting screws	Set of 2 (hex socket)	10238
Wing screws for seat mounting	Set of 2 including lock washers	10239

THREAD REPAIR PLATE FOR SEAT BASE

- This threaded plate saves the seat base if a thread on the seat brackets is damaged; it is glued into the seat shell (3× may be required)

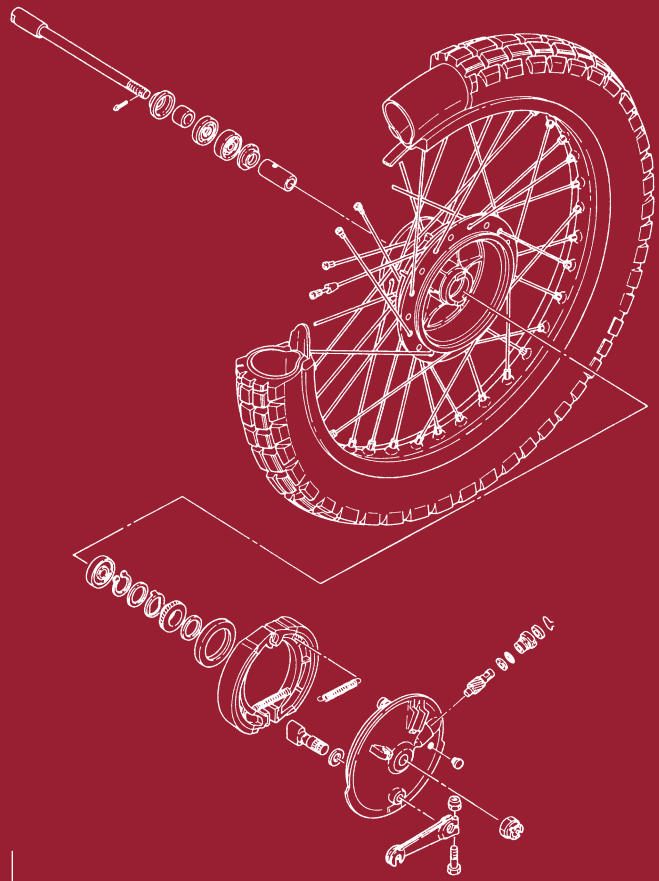
Description	Item No.
Thread Repair Plate	33139



Installation video of the thread repair plate on the KEDO YouTube channel


84
XT
500

FRONT WHEEL





BRAKE SHOES

- All-purpose lining compound for equally good braking performance in both cold and warm conditions
- All sets come with ABE
- All drum brake linings come with new return springs

Model	Brake	EBC Item No.	TRW Item No.	Yamaha Item No.
XT500	Front	– – –	10267	29485
	rear	10003	10277	29047
TT500	front	– – –	11124	111150EM
	rear	– – –	10267	29485



BRAKE SHOE WEAR INSPECTION

- Older models have an inspection hole in the brake anchor plate that is sealed with a rubber cap; later models use an external wear indicator on the brake cam

Designation	Item No.
"Check Brake Lining" sticker	22088
Rubber cap for inspection hole	27896
External wear indicator including sticker for brake anchor plate	21305B
Wear indicator for brake shoes, including 5 SILVER stickers, based on late-model XT brake anchor plate, align during installation of new brake shoes	21305SI

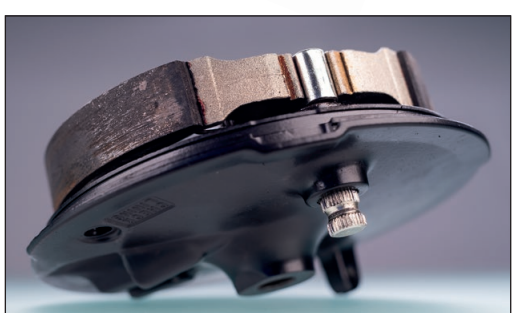


BRAKE OPERATION

- If the brake lever returns to its original position only slowly, the brake cam is usually corroded. Replacing it often works wonders!
- Spare parts suitable for both versions of the brake anchor plate (-'79/'80-)

Description	Item No.
Front wheel brake cam	27169RP
Front wheel brake lever	28809
Sealing felt for brake cam	27791
Shim for brake cam (inner side)	27788
Brake lever mounting bolt	28712





ALUMINIUM RIMS

- Shape is nearly identical to the original; the difference is barely noticeable (use in pairs is required and recommended). Supplied pre-drilled to fit the original XT500 wheel hubs, ready for immediate lacing
- 1.60" for the front is standard on TT500 and XT500 import models; offers slightly better handling compared to a 1.85" rim. 2.15" for the rear is – strictly speaking – the correct width for tyres four inches or larger (standard on import models); however, clearance for the exhaust, shock absorbers, and chain guard must be checked, and any change in tyre size must be approved by the TÜV when used within the scope of the StVZO
- Rims suitable for moderate off-road use. Not TÜV-approved; individual approval may be required at additional cost

Drilled version, silver	Item No.
Front 1.60×21"	10258
Front 1.85×21"	10288
Rear 1.85×18"	10294
Rear 2.15×18"	10298

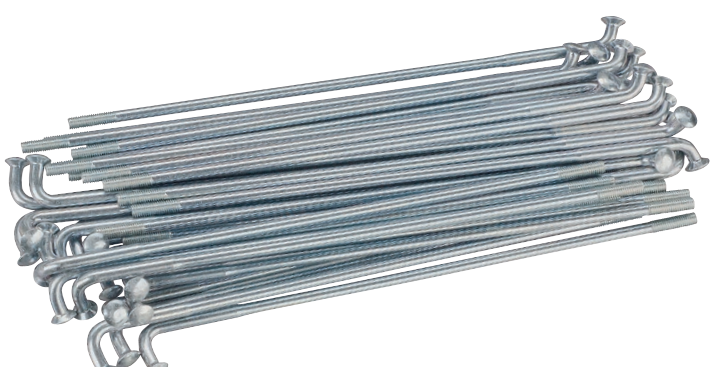
Drilled, gold finish	Item No.
Front 1.85×21"	10288G
Rear 1.85×18"	10294G



SPOKE SETS

- 36 spokes including nipples, with the thick-end shape typical of Yamaha
- For safety reasons, spokes should always be replaced in their entyrety (due to the different elongation of used and unused spokes)
- Our stainless steel spoke sets come with nickel-plated brass nipples

Model	Note	Front wheel Item No.	Rear wheel Item No.
TT500'77-	OEM, galvanized steel	28605	– – –
XT500	OEM, galvanized steel, spoke finish may vary within the set	21122	21123
XT500	Replica, galvanized steel, with uniform surface color within the set	21122RP	21123RP
TT500'76	Replica, stainless steel	30502	30478
TT500'77-	Replica, stainless steel	30533	30478
XT500	Replica, stainless steel	30502	30501





SPOKE WRENCH

- Spoke wrench for our XT/TT stainless steel spokes and original Yamaha spokes
- Galvanized, high-strength steel, also suitable for rusted-seam connections
- Wrench size 5.5 mm

Dimensions	Item No.
Spoke wrench SW 5.5	21337





Continental

TKC80 "TWINDURO" TYRE

- Continental was founded in 1871 and is headquartered in Hanover
- The TKC 80 was launched back in 1985, and the 50% on-road, 50% off-road concept still holds true today
- Popular and proven as a versatile tyre for combined on-road and off-road use, with good self-cleaning properties and high lateral stability on soft terrain

Model	Item No.
3.00 - 21" (51S), front	61091
4.00 - 18" (64R), rear	61092

in front



at the back



HEIDENAU

A PASSION FOR TYRES

- Heidenau – a long-established German company based near Dresden – has been manufacturing tyres since 1946 and specializes in bias-ply tyres for classic and modern classic motorcycles
- Development, production, and quality assurance in Germany
- Many tread patterns are specifically refined for historic vehicle types using modern rubber compounds – a feature now appreciated by XT riders worldwide

HEIDENAU K60

- The all-around tyre, proven for over 25 years
- Large tread blocks ensure driving comfort and safety on the road
- Off-road capability thanks to wide tread grooves and a high proportion of negative tread

Size	Item No.
3.00 - 21" front	61002
4.00 - 18" (64T), rear ❶	61025

❶ *"Scout" version with M+S marking*

in front



at the back



HEIDENAU K67

- The distinctive block tread pattern is simply part of the XT's signature look
- The K67 largely matches the original Bridgestone look and offers excellent wet and dry grip
- Suitable for light off-road and on-road use

Size	Item No.
3.00 - 21" (51T) front	61007
4.00 - 18" (64T), rear	61017

in front



at the back



KENDA K270 ENDURO TYRE

- KENDA, based in Taiwan and founded in 1962, has been manufacturing motorcycle tyres since the 1970s
- The K270 has a versatile tread pattern for everyday use on roads, touring, and gravel – well-known since the 1980s – and just as good today as it was back then!

KENDA K270	Item No.
90/90-21" (54P TT) front, XT500	61142
3.00-21" (51P TT) front, XT500	61141
3.25-21" (57P TT) front, XT500	61139
4.00-18" (64P TT) rear, XT500	61140

in front



at the back



KENDA K262 ENDURO TYRE

- Trial tread pattern, visually similar to the original Bridgestone Trail Wing tyres
- Modern rubber compound, suitable for road, touring, and gravel

KENDA K262	Item No.
3.00-21" (51P TT) front, TT500/XT500	61147
4.00-18" (64P TT) rear, TT500/XT500	61148

in front



at the back



INNER TUBE & RIM TAPE

- New tyre – new tube!
- High-quality motorcycle tyre tubes, robust and safe; also available in an extra-thick CR version for off-road use (wall thickness 2.5 to 3 mm!)
- With standard car valve, fits all common rims

Tube	Standard Item No.	CR Item No.
21" – *fits:* 3.00, 3.25, 80/100, 90/90	61036	61036CR
18" – *fits:* 4.00, 4.25, 4.50, 120/80, 120/90, 130/90, 140/80	61029	61029CR

Rim tape	Item No.
21" rim tape, approx. 25 mm wide	61038
18" rim tape, approx. 25 mm wide	61028



BUTYL INNER TUBE

- Made of butyl rubber for maximum pressure resistance and minimal gas permeability
- With standard car valve, fits all common rims

Tube	Fits	Item No.
21"	3.00, 3.25, 80/100 (21D)	61036BT
18"	4.00, 4.10, 4.60, 120/90, 130/70, 130/80 (18MG)	61029BT



According to the Yamaha Service Manual, tyre pressure should be set to 1.5 bar for both the front and rear tyres. When carrying a passenger, set the rear tyre pressure to 1.8 bar; when riding at top speed, set both the front and rear tyre pressures to 1.8 bar. For off-road riding, 1.0 bar is recommended for both tyres. New tyres come with specific pressure recommendations from their respective manufacturers.

VALVE MUD GUARD

- Slides onto the tyre valve from the outside
- Seals the valve hole and prevents water and dirt from entering

Description	Item No.
Valve mud guard, 1 piece	27716



RIM HOLE COVER

- Seals the tyre retainer hole when no tyre retainer is installed

Version	Item No.
Black, 1 piece, for 9 mm holes	27898



"HEAVYDUTY" RIM LOCK

- Prevents the tyre from twisting, thereby protecting against valve stem breakage. The rim must have a corresponding hole so that the tyre retainer can be secured

Fits rim width	Item No.
1.60"	21040-16
1.85"	21040-18
2.15"	21040-21
2.50"	21040-25



Tip*:* Yamaha has equipped the XT500 with tyre retainers as standard to prevent the valve from being torn off when tyre pressure is reduced to approximately 1.0 bar off-road. For riders on roads or dirt roads, it makes sense not to install the tyre retainers and, if necessary, to cover the holes with the valve caps (Item No. 27898).

FRONT WHEEL HUB PARTS

Description	Item No.
Front spacer sleeve	28571
Front spacer ring	28570
Front wheel bearing set, 2-piece, double-sealed, maintenance-free	22555
Front/left oil seal	28112
Front/right oil seal	27377

TYRE BALANCING WEIGHTS

- Clip-on weights compatible with all our TT500 and XT500 spoke nipples

Plug-in weight	Item No.
5 g	41183
10 g	40892
15 g	40893
20 g	40894



40894 40893 40892

WHEEL AXLES & ACCESSORIES

Description	Model	Item No.
Front wheel axle	XT500-'79	21133RP
Front wheel axle	XT500'80-	21134
Front wheel axle nut	XT500 all	21132
Front wheel axle spacer, right, width 22 mm	XT500–'79	21157
Spacer bushing, front wheel axle, right, width 32.5 mm	XT500 '80–	21158
Dust cap, front/right	XT500 all	21164
Rubber protective cap, fits front and rear	XT500 all	10057
Replica front wheel axle nut washer, stainless steel	XT500 all	29498
Permanent cotter pin for front and rear	XT500 all	DSPLT
Disposable cotter pin, Ø 3.2 mm, XT500 all		0094032328



SPEEDOMETER DRIVE

Inner brake anchor plate	Item No.
Retaining ring	28464
U-shaped washer	28108
Speedometer drive pulley	10194
Speedometer drive gear	– – –
Shaft seal	28112

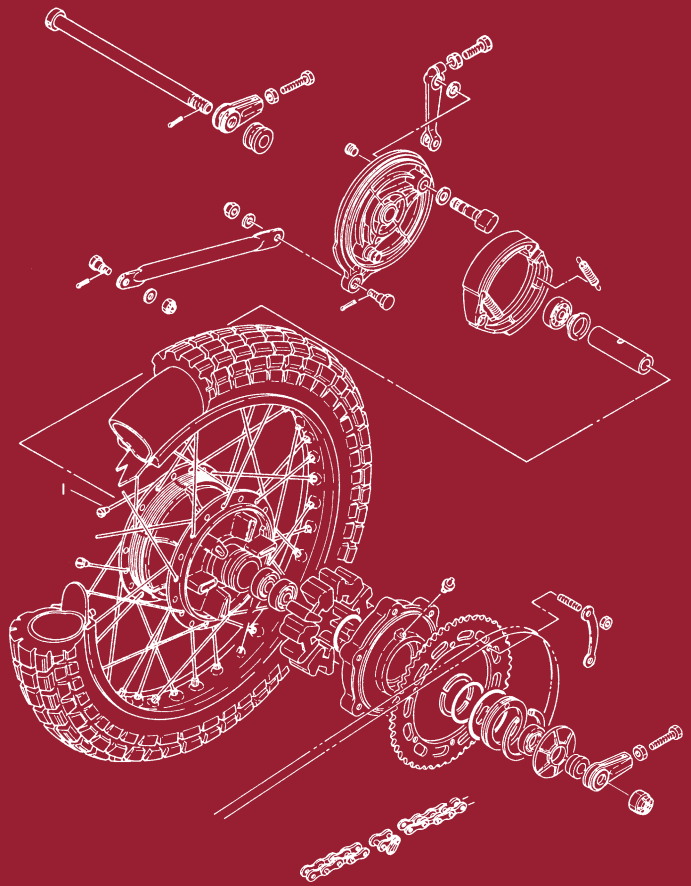
Brake anchor plate, outer	Item No.
Drive pinion	– – –
Washer	28110
O-ring	30002
Speedometer drive bushing, external thread	28105
Shaft seal	28107

Accessories:

Designation	Item No.
Installation/removal tool for speedometer drive spindle for maintenance and repair work on the speedometer drive; 3/8-inch drive	61124



REAR WHEEL





SMALL PARTS FOR CHAINRING, BRACKETS/HUBS

- All small parts listed in this table are compatible with original chainring mounts or hubs, but are no longer needed after a DL58-conversion!

Description	Required Quantity	Item No.
Chainring mount, silver	1 piece	28979
O-ring, inner hub neck, 1 piece	2 pieces	27796
Insert half-ring, 1 piece	2 pieces	28495
Retaining ring	1 piece	27970
O-ring for retaining ring groove, Item No. 27970	1 piece	27180
External retaining clip	1 piece	28496
Oil seal, rear wheel hub, left	1 piece	27182



REAR WHEEL HUB DUST COVER

- Perfect replica of the XT500 dust cover
- Color: black

Description	Item No.
Rear wheel hub dust cover	20061



KEDO YouTube Channel: Installing the chainring mount with all small parts

REAR WHEEL HUB DAMPERS

- Rubber hardens and shrinks over time
- Worn shock absorbers increase vibration under load and can damage the entire rear wheel hub
- Therefore, check this safety-critical wear part regularly and, if necessary, always replace ALL dampers
- Set consists of six shock absorbers

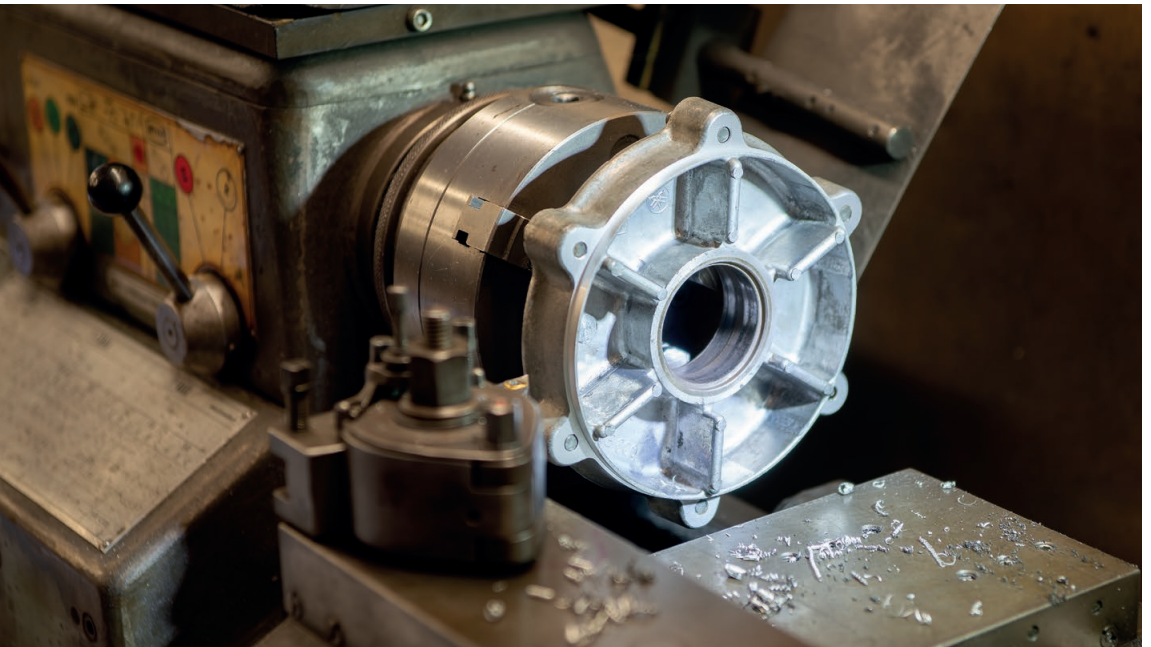
Model	Item No.
Rear Sprocket Cush Drive Rubber	21126-6



CHAINRING BRACKET MODIFICATION

- If the chainring mount is worn, in the past the entire wheel hub had to be replaced – our conversion prevents further wear at this point from the outset, as the vulnerable plain bearing is converted to a more reliable ball bearing!
- The package includes all necessary small parts, new wheel bearings, a spacer sleeve, and a dust cap. If the shock absorbers are worn, please order them at the same time if necessary
- For the conversion, we need the rear wheel hub and the chainring mount without the chainring. **Please leave the wheel bearings installed!**
- For complete rear wheels, we charge an additional 20 euros to cover the increased labor costs
- If the wheel hub or chainring mount is dirty upon delivery, a cleaning fee of 20 euros will be charged
- Processing time: approximately three weeks

Description	Item No.
Chainring mount conversion	DL58



REAR WHEEL HUB & REPLACEMENT PARTS

Description	Item No.
Rear wheel hub, silver, without small parts	28227
3-piece wheel bearing set, rear, double-sealed, maintenance-free	22557
Sealing ring, rear/left	27182
Spacer sleeve between the bearings	28569KD
Spacer ring – slides onto the sleeve	28995



WHEEL AXLES & ACCESSORIES

• Fits all XT500 models

Description	Item No.
Rear wheel axle	21113RP
Rear wheel axle nut	27483
Spacer bushing, rear wheel axle, right	27610RP
Spacer bushing, rear wheel axle, left	27752
Rubber protective cap for front and rear	10057
Rear wheel axle nut washer, stainless steel	29108
One-time cotter pin, Ø 3.2 mm	009403232B
Permanent split pin, suitable for front and rear	DSPLT



REPAIR OF THE REAR WHEEL HUB BEARING SEAT

• Repair of the brake-side (right) wheel bearing of the original rear wheel hub using a special bearing ring and a new, double-sealed ball bearing
• Please send only the rear wheel hub; DO NOT send complete wheels!
• Processing time approx. 4 weeks

Description	Item No.
Rear wheel hub repair	DL110



REAR BRAKE LEVER

• Replica lever for the rear wheel brake anchor plate
• Black hard-anodized aluminium; includes spring, bolt, and wing nut

Description	Item No.
Rear wheel brake lever	28334RP



MADE BY KEDO GERMANY

BRAKE CAM & ACCESSORIES

- If the brake lever is slow to return to its original position, the brake cam is usually corroded. Replacing it often works wonders!

Item	Item No.
Rear brake cam XT500-'85 ❶	– – –
Rear brake cam XT500 '86-	28809
Sealing felt for brake cam	27791
Shim for brake cam inner side	27788
Brake lever mounting bolt	28712

❶ *Alternatively, brake cam Item No. 28809 can be used; however, the adjustment mark will then not be aligned*



KEDO CHAIN KITS

All of our KEDO chain kits consistently offer high tensile strength and durability and feature extra-hardened chainrings and sprockets with excellent concentricity.

KEDO chain kits are supplied with selected DID and RK chains of the latest generation, each featuring the best sealing technology (X-Ring for DID and XW-Ring for RK).

With KEDO warranty! Because we are confident in the quality, we offer the following warranty on all our chain kits in original dimensions and with factory-closed chains, whichever comes first:

– 1 year or up to 10,000 km with an RK chain, and

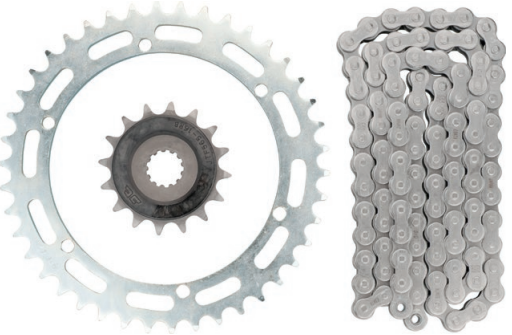
– with DID chain: 2 years or up to 20,000 km



REPLICA CHAIN SET

- Looks and functions just like the original
- The durable X-Ring DID chain set with 520 pitch comes with a clip-on and hollow rivet lock, a 42-tooth steel sprocket in original look, and a rubber-coated 16-tooth sprocket
- Fits XT500

Description	Item No.
Replica chain set	90156

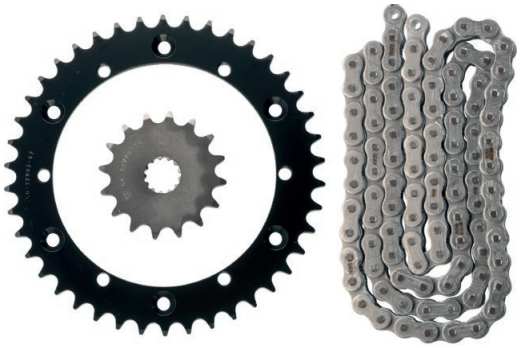


CHAIN KITS WITH RK & DID CHAINS

- Choose the chain manufacturer based on personal preference; technically, both are equivalent
- Available with a closed or open chain; the closed chain is more complicated to install but eliminates the need for a chain lock
- RK includes a hollow rivet lock; DID includes a clip lock for the open chain (see our webshop for hollow rivet and clip locks for all chains)
- Delivered with original gear ratio and original chain length (XT500: 16/42 teeth, 100 links; TT500: 16/50 teeth, 104 links)
- For sprockets/chainrings with different gear ratios and chains with different lengths, see the webshop

RK Chains **Model**	**RK 520XRE silver, open Item No.**	**RK 520XRE gold, open Item No.**
XT500	**91009**	**91186**

DID chains **Model**	**DID VX3 gold, closed Item No.**	**DID VX3 silver, open Item No.**
TT500	**– – –**	**93711**
XT500	**91154**	**93712**



91009



91154

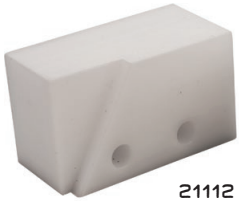
IDLER PULLEY & WEAR PAD

- When changing the chain with the chain closed, it is best to replace the idler wheel on the swingarm at the same time; if the chain is open, don't forget to check for wear!
- Service the chain tensioner when changing the chain and replace the grinding block if necessary

Description	**Item No.**
Roller for original swingarm	**21118**
Roller for box swingarm	**21114**
Chain tensioner block for TT500 '77–'78, XT500 '79	**21112**
Chain tensioner block for TT500 '79-, XT500 '80-	**10208**



21118



21112



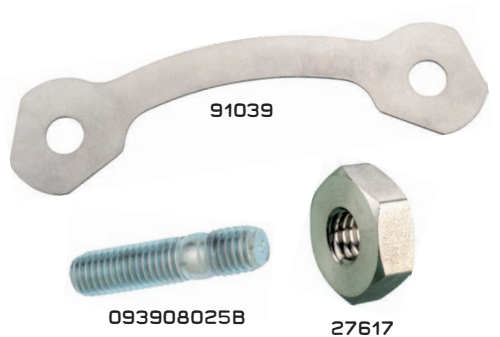
10208

CHAINRING MOUNTING

- Lock washers should be replaced during every installation, as failure can cause significant damage

Item, 1 piece	required	Item No.
Galvanized stud	6×	093908025B
Heavy-duty nut	6×	27617
Lock plate stainless steel	3×	91039

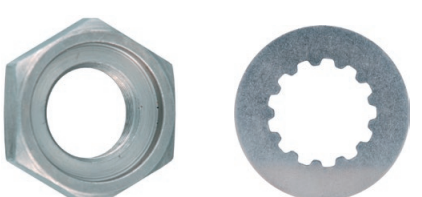




FRONT SPROCKET FASTENING

- Sprockets with a countersunk flange; always use together with retaining plate, item no. 91040; tightening torque 60 Nm
- Lock washers should be replaced during every installation, as failure can cause significant damage

Item	Item No.
Lock nut SW32	91041
Stainless steel lock washer	91040



RUBBER-DAMPED SPROCKETS

- Sprockets with damping rubber vulcanized onto both sides are used in original equipment; these serve to dampen noise but have no effect on durability or fatigue behavior

Model	Item No.
14 teeth, 520 pitch	91704
15 teeth, 520 pitch	91085
16 teeth, 520 pitch	91079



Helps reduce drive noise to reduce

You can find more sprockets, chainrings, and accessories in our online store

ALUMINIUM/STEEL CHAINRINGS

- We offer steel chainrings with 40 to 44 teeth; for aluminium chainrings, you can choose a gear ratio between 40 and 52 teeth
- For the original look, we offer our replica chainring with the original 42-tooth ratio

Model	Item No.
Replica chainring 42T steel silver	91093
Chainring 42T Aluminium silver	91832
Chainring 42T steel with holes	91027JT
44T steel chainring, silver	91410
44T Aluminium Chainring, Black	91696S





When changing the gear ratio, the cadence changes by approximately 200 or 400 RPM per tooth (chainring or sprocket). In addition, the chain length usually needs to be adjusted – for every 2-tooth change, one additional or fewer chain links is typically required. Example: Original chain length 100 links. If you were riding with a 42-tooth chainring, changing to a 44-tooth chainring means a new chain length of 102 links. This rule of thumb is not binding and may vary in individual cases!

CHAIN TENSIONER

- Fits both right and left sides; if necessary, reuse small parts from the old unit or order them at the same time

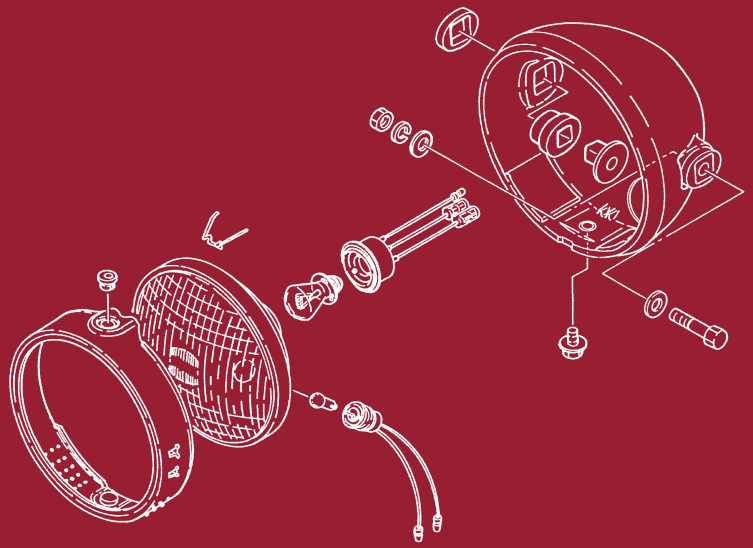
Model	Variant	Item No.
TT500-'78 & XT500 all	Replica	27783RP
TT500'79-	Replica	27770RP
TT500-'78 & XT500 all	OEM	27783

Matching accessories:

Description	Item No.
Adjustment screw, black zinc-plated	10047
Lock nut, chrome-plated	10045
Stainless steel set, 2 screws and nuts each	42043



HEADLIGHT





HEADLIGHT WITH METAL HOUSING

- Individual and replacement parts for the metal lamp housing with a wide chrome trim ring
- Unfortunately, the lamp housing is no longer available from Yamaha, but it can usually be easily restored – we can offer the chrome-plated lamp trim ring as a high-quality replica

Description	Item No.
Replica Lamp Trim Ring (40 mm wide), chrome-plated	10175RP
Tension spring/clamp for lamp insert, 1 piece, 3 required	40384
Rubber cable grommet for lamp housing, 1 piece, 1 required	10201



ACCESSORIES FOR BOTH HEADLIGHT VARIANTS

- When converting from Bilux to H4, please select the set item 50168 (6 V) or item 50542 (12 V); in addition to the reflector item 40023, this set also includes the required H4 cable and bulb, offering you a price advantage over purchasing the individual parts

Description	Item No.
H4 lamp insert (reflector)	40023
Rubber ring for H4 insert (improves fit on the chrome ring)	40050
Complete H4 cable set, ready for installation	50540
Mounting kit with bushings/rubber dampers for lamp housing	41394
"Easy-Mount" mounting kit for lamp housing	41588
Bilux base (for OEM bulb)	40364



40023



41394

HEADLIGHT PLASTIC HOUSING

- The plastic lamp housing was original equipment on the XT500 in other countries – ideal as an authentic replacement for the metal housing, which is unfortunately no longer available
- The decorative ring with grille is a real highlight: a popular original accessory in the 1980s

Description	Item No.
Complete headlight	41116
Lamp housing, single	29191RP
Rubber cable grommet for lamp housing, 1 piece, fits 2-	10201
Lamp trim ring with grille, single	29045
Retaining ring for lamp insert	29301
Tension spring/clamp for lamp insert/ headlight, 1 piece	40033



"XCOUNTRY" HEADLIGHT GRILLE

- Elegant lines, cleanly welded and black-coated
- The geometry is designed so that the grille fits both headlights with a large metal trim ring and models with plastic housings
- Easy installation in combination with our EASY-MOUNT kit – best to order it at the same time

Description	Item No.
"XCountry" headlight grille	40797



"EASY-MOUNT" HEADLIGHT MOUNTING KIT

- Kit for headlight installation to secure the original metal or plastic headlight
- Eliminates the need to lock the headlight mounting screws in the lamp housing and enables easy, paint-friendly installation of lamp grilles
- Simply installs in place of the original parts
- Complete set includes inner and outer rubber elements
- Simplifies installation (with protective grille) and allows headlight adjustment without removing the lamp assembly

Designation	Item No.
"Easy-Mount" Lamp Mounting Kit	41588



H4 CONVERSION KIT

- Genuine H4 light without overloading the alternator thanks to a suitable 6 V or 12 V 35/35 W bulb
- TÜV-approved lamp insert including parking light socket, pre-assembled and wired ready for installation, complete with 35/35 W H4 bulb and H4 base. The alternator output is too low for conventional 55/60 W H4 bulbs
- Suitable for all XT500 models

Description	Item No.
6 V H4 Conversion Kit, Complete	50168
12 V H4 Conversion Kit, Complete	50542

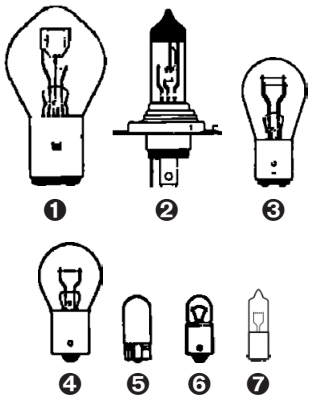


INCANDESCENT BULBS

- Brand-name products with excellent build quality and resulting durability, in TÜV-approved versions complete with certification marks (not required for fixture lighting)

Light bulbs for	Fig.	Watt	6-volt Item No.	12-volt Item No.
TT500 Headlight	-	25/25	29019	– – –
Bilux headlight Ba20d	1	25/25	29207	– – –
Bilux headlight Ba20d	1	35/35	41002	27035
H4 headlight	2	35/35	40022	40002
Rear/brake light Ba15d	3	5/21	41005	41006
Turn signal Ba15s	4	10	40063	40061
Ba15s indicator	4	21	41003	41004
Fixtures with glass bases	5	3	40052	40058
Fixtures/Parking lights	6	2	41007	41008K
Parking lights	6	4	42017	41045
Handlebar-end indicators, halogen BAY9s	7	21	– – –	41066





HALOGEN BULB WITH BILUX BASE

- Affordable upgrade for the XT500 with original headlight assembly
- If you're still using the original Bilux reflector with a BA20d base, you should definitely switch to this bulb
- Available only in a 12 V version
- Simply brilliant light, e-approved

Description	Item No.
Halogen bulb with Bilux base, 12 V	29566





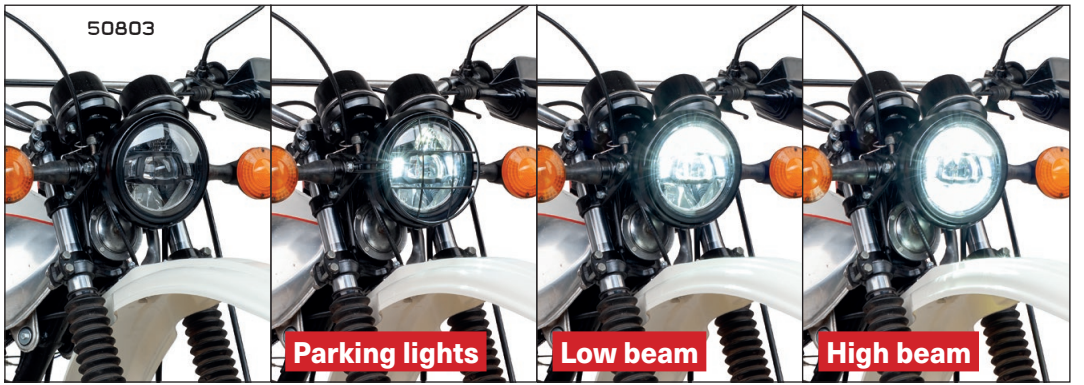
Standard 60/55 W 12 V H4 bulbs are NOT suitable for conventionally modified XT500s or XTs equipped with a 12 V alternator as standard, since the alternator generates only about 70 W of total power. This means there is not enough power available for tasks such as charging the battery, powering the turn signals, etc.!

12V LED HEADLIGHT INSERT DC ONLY

- Parking, low beam, and high beam, H4 connection, e-approved
- Operates only on 12 V conversions WITHOUT AC voltage, such as the PME alternator kit 50667 (DC-only)
- Compatible with both XT lamp housings (metal and plastic)

Model	Item No.
Ring-shaped parking light	50768
Ring-shaped parking light, chrome reflector	50768C
Best light output	50803





TWO TYPES OF ELECTRICAL SYSTEMS IN ONE MOTORCYCLE?

The XT500 features an on-board electrical system that is typical for its time and relatively simple, divided into two circuits: an AC circuit and a DC circuit.

Both circuits are powered by the alternator – but differ in how the electricity is used and processed.

When the engine is running, the alternator initially generates only AC current. Part of this current is used directly as AC voltage to power the headlight, taillight, and instrument panel lighting. This circuit is regulated by the regulator with the yellow wire to control the voltage level, preventing the bulbs from “burning out.”

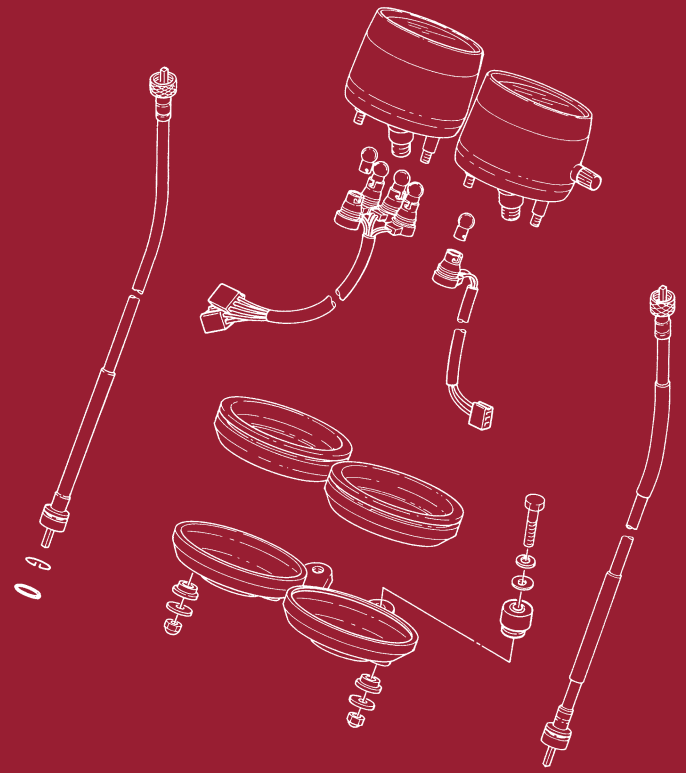
Direct power supply from the alternator, without a battery buffer, means that the brightness of the lights in particular depends heavily on engine speed. At idle, the light is rather dim; when you accelerate, it becomes significantly brighter. This behavior is completely normal.

The other portion of the current generated by the alternator is routed from the white to the red cable via a rectifier. The rectifier uses only a half-wave; this does not produce perfectly smoothed direct current, as found in modern vehicles, but only a pulsating DC voltage.

This voltage must therefore be buffered by a battery. The voltage level is not limited in this circuit, which means that the battery can be subjected to excessively high voltage (which can destroy it) when driving without lights. The indicators, horn, neutral indicator light, and parking lights are connected to the rectified circuit.



SPEEDOMETER & TACHOMETER



DECOUPLING OEM INSTRUMENTS

- The original instruments are protected from harmful vibrations by three rubber elements; replace them in a timely manner before they harden!

Note	Quantity required	Item No.
Large damping rubber	2	27199RP
Rubber damper for fitting holder	4	10176
Fork bridge damper unit, mounted between fork bridge and instrument holder	2	29506
Screw for instrument holder	2	27194



27199RP



29506



10176



KEDO SPEEDOMETER MOUNT

- Compatible with various Daytona and 60 mm speedometers and the original ignition switch (or KEDO replica ignition switch)
- Mount made of black plastic-coated stainless steel. Vibration-isolated speedometer and ignition switch mounting
- Item only: 41311-1 With 4 LEDs for left turn signal, right indicator, high beam, and neutral indicator. Includes 4-pin and 3-pin connectors for connection to the original wiring harness. For 6 V and 12 V systems
- Delivery includes illustrated instructions

Item	Item No.
Speedometer holder ***with*** integrated indicator lights	**41311–1**
Speedometer holder ***without*** integrated indictor lights	**41311–2**



41311–1



41311–2





KEDO SPEEDOMETER MOUNT

- An alternative to the original parts, which are no longer available.
- The anodized spacer rings replicate the look of the original instruments
- The existing ignition switch is reused; rubber dampers and mounting screws are included in the set
- Fits all standard 60 mm instruments; we recommend the Daytona instruments, item 41648 and 41900
- When installing, please replace the rubber damper bushes inserted in the upper triple clamp (order 2× item 29506 as well)

Item	Item No.
Instrument holder for 60 mm speedometer and tachometer	**41903**



DAYTONA "MECHANICA 2" MINI GAUGES

- High-quality Daytona mini gauges with classic analogue display and mechanical drive via the speedometer cable
- Dial with 140 km/h scale in white or black, with or without indicator lights
- Stainless steel housing with a diameter of 60 mm
- LED indicator lights and backlighting suitable for 6 V and 12 V
- For electrical connection, see Item no. 41824/41744

Instrument	Dial colour	With indicator lights Item No.	Without indicator lights Item No.
Speedometer	Black	**41648**	**41647**
Tachometer	black	**– – –**	**41900**
Speedometer	white	**41650**	**– – –**
Tachometer	white	**– – –**	**41904**



INSTRUMENT WIRING CONNECTION KITS

- Accessory instruments, including our Daytona speedometers and tachometers, are typically manufactured without system connectors
- To ensure that the original wiring harness does not need to be modified when connecting to the XT, we offer our electrical connection kits, which are easy to understand even for those unfamiliar with electrical systems thanks to the illustrated instructions

Item	Item No.
Speedometer wiring connection kit	**41824**
Tachometer wiring connection kit	**41744**



TT SPEEDOMETER AND IGNITION SWITCH MOUNT

- These mounts, which are installed on the stanchion, allow you to make a TT500 street-legal or customize the front end of an XT500
- Thanks to their well-designed shape, the distance to the upper triple clamp can be adjusted in a variety of ways
- Compatible with the XT500 ignition lock and 60 mm instruments; vibration-isolated mounting

Item	Item No.
TT-Speedometer Holder	41903
TT-Ignition Switch Holder	41836
Compatible ignition switch	30099
Rubber seals and screws Ignition lock installation	41371
Electrical connection kit for speedometer	41824





SPEEDOMETER & TACHOMETER CABLES

- Very high quality or genuine replacement part
- Highly flexible with a twisted core; outer sheath with abrasion and heat protection
- The drive side requires one O-ring (order item 30002 at the same time) and one retaining clip (see item 30003)

Speedometer cables		Item No.
XT500-'79 (length approx. 82 cm)	Accessories	30010
	OEM	30082
XT500'80- (length approx. 87 cm)	Accessories	31058
	OEM	30012

Tachometer cables		Item No.
TT500, XT500 all (approx. 640 mm long)	Accessories	30001
	OEM	27012
Shorter version for 60 mm instrument mount	Accessories	30061



INSTRUMENT WIRING HARNESS

- Ready to connect, incl. system connector
- Suitable for 6 V or 12 V bulbs with glass bases (not included; please order separately if needed, see item 40052/40058)

Description	Item No.
Speedometer Wiring Harness	41932
Tachometer wiring harness	41764

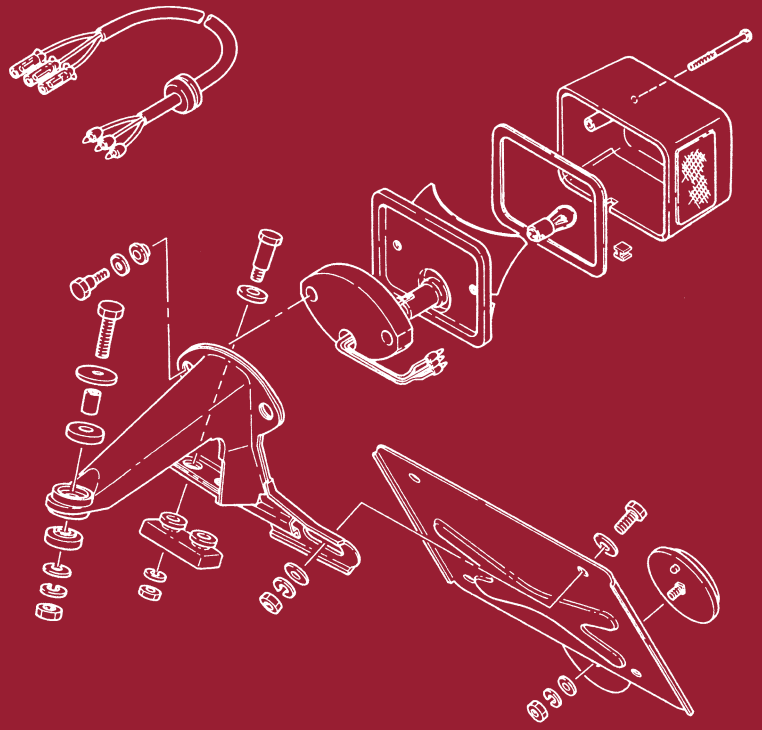
<u>Variant when using LED indicators:</u>

- For LED indicators, a load-independent indicator flasher relay is required – the Replica Tachometer Wiring Harness (Item 41764LED) already includes isolation diodes, ensuring that the left and right sides of the vehicle flash independently of each other

Description	Item No.
Tachometer wiring harness for LED indicators	41764LED



TAILLIGHT





TAILLIGHT

• Taillight complete unit without bracket

Model	Item No.
XT500 square	29204RP
XT500 round with red reflectors on the sides	50734



29204RP



50734

TAILLIGHT LENS

TAILLIGHT lens, single	Item No.
XT500 square	50007
TT500	50507
XT500 round, with **YELLOW** reflectors side	50510Y
XT500 round, with **RED** reflectors side	50510

Accessories

Model	Description	Item No.
XT500 round	TAILLIGHT lens screw, M4×55 mm Phillips	27032
	Gasket for round XT taillight	51081
XT500 square	Screw for taillight lens, M4×45 mm Phillips	27127



50007



50510Y

MOUNTING KIT: TAILLIGHT BRACKET TO FENDER

Version	Item No.
For taillight bracket WITHOUT indicator mounting	28904E
For taillight bracket WITH indicator mounting	28904R



28904E



28904R

Additional components included:



MOUNTING KIT FOR TAILLIGHT TO TAILLIGHT BRACKET

Version	Item No.
Mounting kit for **round** taillight to taillight bracket, 8-piece	28325R
Mounting kit for **square** taillight to taillight bracket, 7-piece (replaces the 14 mm thick rubber, which is no longer available, on the XT500)	28325E



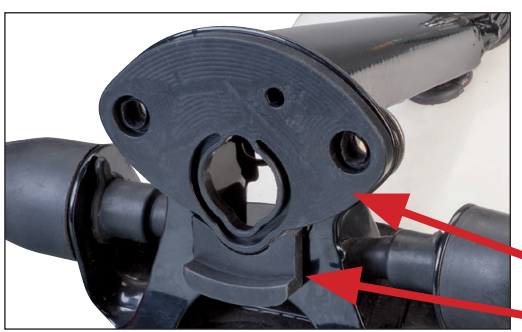


Additional components included:

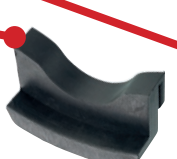


TAILLIGHT ACCESSORIES

Description	Item No.
Damper for taillight mount, compatible with taillight mounts WITH indicator mount	28572RP
Rubber damper for taillight mount, suitable for taillight mounts WITHOUT indicator mount	10119RP
Large rubber damper, fits round taillight (between taillight and taillight bracket; on Yamaha models, only available with taillight)	28671
Small rubber damper, fits round taillight (between taillight and taillight bracket)	28652RP
Round rubber damper (e.g., for taillight)	29331
Bolt between square taillight and taillight bracket	21331
Bolt between round taillight and taillight bracket	29334
Chrome-plated U-washer, cupped, for bolt Item no. 21331/29334	27867









All items related to "XT500 Taillight" in the KEDO Webshop





"XCOUNTRY" TAILLIGHT GUARD

- Matches the design of the XCountry headlight guard
- Fits both the original round taillight and our replica taillight (with side reflectors on the glass)
- Very elegant and understated, with clean welds. Black-coated
- Fits all XT500 models up to 1985 or those with a round taillight in its original form

Description	Item No.
"XCountry" taillight grille	40798

Also suitable for XT500 models with a SQUARE taillight:

Description	Item No.
"XCountry" taillight guard for XT500 with SQUARE taillight	40799



For the round taillight



For the square taillight

REAR WIRING HARNESS

- 3-pin for taillights (for indicators mounted on the frame) or 5-pin for taillight brackets with indicators

Description	Item No.
TAILLIGHT connection cable, 3-pin	29291
5-pin taillight/indicator connection cable	29068



HD CONTACT HOLDER FOR TT TAIL LIGHTS



- Sturdy contact holder made of reinforced plastic; replaces defective contact holders made of hard cardboard; compatible with TT taillights, Item nos. 50044 50499, 50506 and 50590

Description	Item No.
HD contact carrier for TT taillights	50586

REPLICA TAILLIGHT WITH FLAP

- Replica of the brake/tail light commonly used in France
- With a splash guard flap, onto which the number plate was sometimes simply painted at the time
- Taillight lens e-approved

Description	Item No.
Replica taillight with flaps	50499



ENDURO TAILLIGHT "GS"

- Brake and taillight, classic 1980s design, visually compatible with the TT500 and XT500
- E-approved, complete set includes 12 V bulb

Description	Item No.
Enduro taillight "GS"	50590



TT-STYLE TAILLIGHT ADAPTER

- Compatible with the original XT taillight mount and the GS taillight (item no. 50590 – other TT replica taillights are not suitable for this conversion)
- Delivery includes small parts but WITHOUT the taillight and WITHOUT the XT taillight mount

Description	Item No.
TT-Style Taillight Adapter	50504



Installation Examples



Delivery does not include taillight, indicators and taillight bracket

"MINI" NUMBER PLATE HOLDER

- Small and elegant, fits the XT500 with original fender (taillight, item 50506, recommended)
- Stainless steel with black plastic coating
- Included in the delivery is a special tapered clamping system with ball washers and tapered sockets, which allows for optimal attachment to the curved shape of the original rear fender. Designed for current number plate dimensions: 18×20 cm to 22×20 cm
- Requires strut, item no. 50095, and number plate backing, item no. 50096 or item no. 50097

Description	Item No.
Number plate Holder "Mini"	50089



The figure shows items 50089, 50095, 50097 and 50506

TT500 REPLICA TAILLIGHT

- Brake and taillight; also compatible with the XT500 when used with the mini number plate holder
- Taillight lens e-approved

Description	Item No.
TT500 Replica Taillight	50506



NUMBER PLATE BRACKET FOR "MINI" NUMBER PLATE HOLDER

- Stainless steel with black plastic coating, includes mounting hardware, fits Mini number plate holder, item no. 50089

Description	Item No.
Number plate bracket	50095



NUMBER PLATE HOLDER FOR "MINI" NUMBER PLATE MOUNT

- Black aluminium with plastic coating
- With slotted holes for custom number plate mounting and mounting hardware (bracket for Euro number plates) or countersunk fasteners on the vehicle and blind rivets (bracket for French number plates)

For Euro number plates 18×20 cm to 22×20 cm	Item No.
With **ROUND,** e-approved reflector	50096
With **SQUARE,** e-approved reflector	50097

For French number plates 21×13 cm	Item No.
With round, e-approved reflector	50182
Without reflector, square reflector optional	50178
Square reflector & holder for item 50178	50181



REPLICA NUMBER PLATE HOLDER

- A compact alternative to the large original XT500 number plate holder. Designed for European-style number plates measuring 180–220 mm wide × 200 mm high
- The original strut and the original reflector holder can still be used – if these parts are missing, we offer the strut (item no. 50053RP) and the reflector holder (item no. 50087) as replicas (see the column after the next)
- Black aluminium with plastic coating

Description	Item No.
Replica number plate holder Euro	50088



NUMBER PLATE SUPPORT BRACE

- Same shape as the original. Black plastic-coated stainless steel, includes screw
- Fits the large original number plate mount on XT500 models DE, DK, CH and the small KEDO number plate mount, item no. 50088

Description	Item No.
Replica number plate support brace	50053RP



REFLECTOR MOUNT

- Same shape as the original. Fits our number plate holder, item no. 50088 as well as the large original version for XT500 models in DE, DK, CH, and S
- Stainless steel with black plastic coating

Description	Item No.
Replica reflector mount	50087



REFLECTOR

- Black housing, M5 bolt on the back
- Diameter: Reflector 55 mm, total 59 mm
- Compatible with reflector holder, item no. 50087

Description	Item No.
Replica reflector, e-approved	50062



TT NUMBER PLATE HOLDERS AND ACCESSORIES

- No more makeshift solutions! Designed as a pure off-road motorcycle, Yamaha has never offered a number plate holder. Stainless steel, including mounting hardware; for Euro number plates, we recommend using the number plate backing plate, item no. 50149
- Fits all TT500 models

Description	Item No.
TT500 Number plate Holder	23470

Accessories:

Indicator mount basic set, requires specific indicator adapters

Description	Item No.
Indicator Bracket Basic Set	63003

Indicator adapter for XT indicators, item no. 42000

- Requires indicator mount item no. 63003 and number plate mount item no. 23470
- Stainless steel, black-coated, 1 pair

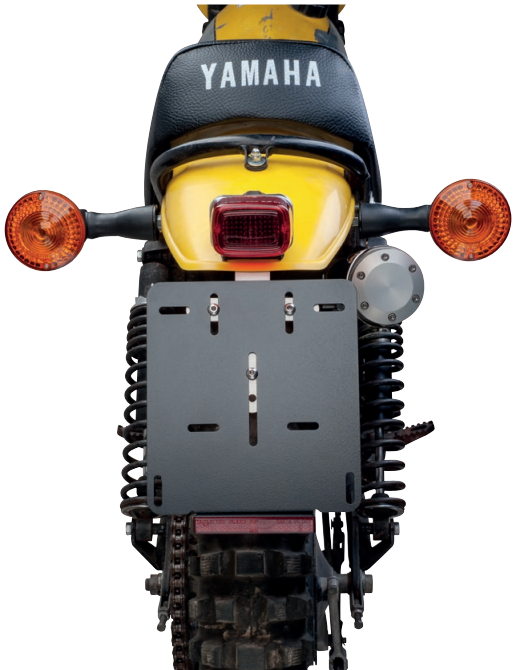
Description	Item No.
Adapter for XT Indicators, item 42000	63004

Indicator adapter for mini indicators (8 mm bolt), e.g., item no. 41604, 41684 or 41685

- Requires indicator mount item no. 63003 and number plate mount item no. 23470
- Stainless steel with black coating, 1 pair

Description	Item No.
Indicator adapter for mini indicators	63005



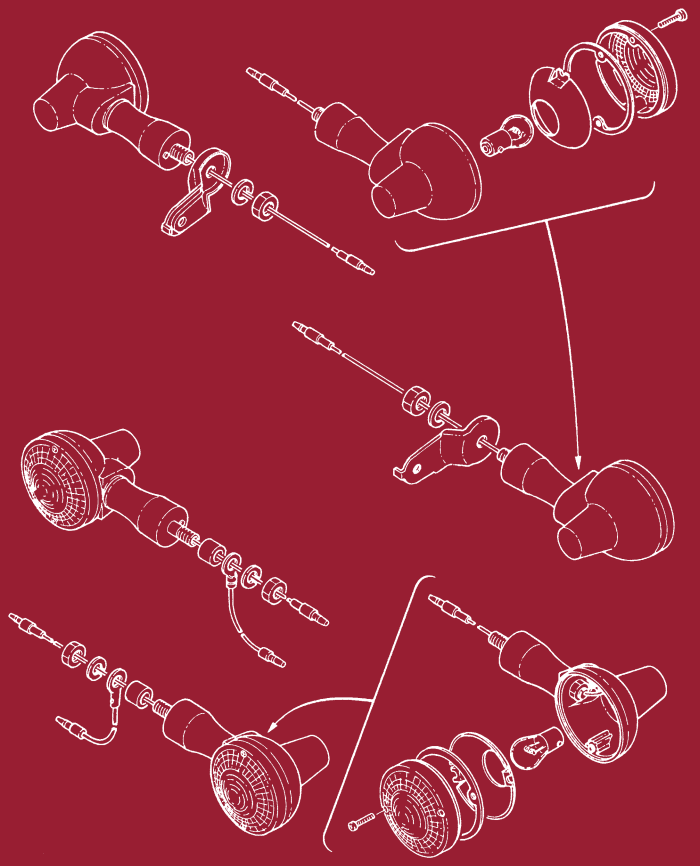


Installation examples – Supplied without fenders and taillights





INDICATOR



REPLICA INDICATORS

- Shape and design similar to the original; all INDICATORs are E-approved
- Some models come with bulbs; if necessary, order item no. 41003 (6 V) or 41004 (12 V)

Model	Note	Used	Item No.
XT500 '76	chrome-plated	front & rear	42001
XT500 all	Thread length 28 mm; affordable accessory, soft rubber arm	front & rear	42000
	Thread length 28 mm; quality recommendation; rubber quality equivalent to original	front	42000F
	Thread length 15 mm; quality tip; rubber quality similar to original	rear	42000R
XT500 France	INDICATOR arm 65 mm, square housing	front left & rear right front right & rear left	40044 40043
XT500 US '80-'81	Includes handlebar clamp (combined with item 42000R rear)	Handlebar INDICATORs	40372



INDICATOR LENSES

- Shape and appearance similar to the original
- All lenses are E-approved

Model	Position	Item No.
Round indicators	left & right	41020
for TT600 indicators	left & right	27776
Square indicators (F)	front right/ rear left	40110
	front left/ rear right	40125



41020



27776



40110



40125

LIGHT BULBS

▶ see the "Electrical System" section starting on page 216

RUBBER GROMMET FOR INDICATOR

- Replica of the original rubber grommet that covers the threaded portion of the rear indicator, thereby protecting it from dirt and moisture

Description	Item No.
Rubber Grommet	10049RP



INDICATOR LENS SCREWS

Fits	Item No.
Round indicators (item no. 42000, 40372)	28626
Square indicators (item no. 40043, 40044)	28889



INDICATOR MOUNTING BRACKET

- On international XT models, the indicators are mounted on the rear of the frame instead of on the taillight
- Available as original, replica, and specifically designed to fit Sebring mufflers

Description	Item No.
Indicator bracket, right, black painted (OEM)	22301
Indicator bracket, left, black painted (OEM)	28293
Indicator brackets, left & right (alternative to item no. 22301/28293), 1 pair (replica)	50286
Left & right indicator brackets, compatible with Sebring muffler, 1 pair	50321



22301/28293



50286



XT500 1976 INDICATOR BRACKET

- Replica of the original pressed-metal brackets (no longer available), manufactured from laser-cut and bent steel, with separate anti-rotation tabs
- Fits the original indicator mounting with rubber mount

Description	Item No.
Rear indicator bracket, 1 pair	50040RP
Rubber mount for rear indicator, 1 piece	27825
Chrome-plated metal sleeve, 1 piece	22372



INDICATOR BRACKET FOR THE TRIPLE CLAMP

- Slotted mount allows for easy installation of the indicators
- Sturdy stainless steel construction, black coated
- Fits mini and LED indicators with M6 or M8 bolts; mounts on the lower triple clamp

Suitable for	Item No.
XT500 all	TH-10300



The illustration shows an uncoated indicator bracket

INDICATOR MOUNTS FOR FORK CLAMP

- Very small, sturdy stainless steel mounts that allow the indicators to be mounted directly on the upper triple clamp; for XT500 '80-

Fits	Item No.
Mini indicators with M10 bolts	50038



EARTH WIRE FOR INDICATORS

- For maximum brightness, always connect the original indicators to an earth wire (minimized voltage drop)

Description	Item No.
Ground cable with 10 mm eyelet, 22 cm	22733
Ground cable with 10 mm eyelet, 61 cm	22324



"MINI" REAR INDICATOR MOUNT

- Very small, sturdy mounts made of black-coated stainless steel for mini and LED indicators with M6/M8 threads
- Slotted mount

Suitable for	Item No.
XT500 with original or replica fenders (not suitable for TT conversion)	50184



REAR INDICATOR BRACKET "MINI"

- Extended version of item no. 50184; required, for example, when the SW-Motech SLC luggage system is installed. Provides sufficient clearance between the indicator and the luggage bag or similar.
- Fits mini & LED indicators with M6/M8 threads; black-coated stainless steel, 1 pair

Compatible with	Item No.
XT500 with original or replica fender (not for TT rear conversion)	50310



BELGARDA-STYLE INDICATORS

- This indicator design was installed on the TT600 Belgarda in the mid-1990s
- With a lens measuring 63×46 mm, they are slightly smaller than the original indicators, without looking out of place on the XT
- Features an M8 thread but lacks the anti-rotation mechanism of the original Belgarda indicators, making them easy to mount on the XT500

Description	Item No.
Indicator for front/right or rear/left	40698
Indicator for front/left or rear/right	40715



TT-STYLE INDICATORS AND MOUNTS

- Bracket made of black-coated stainless steel
- TT replica indicators with E-approved lenses, but without BA15S bulbs; see item no. 40061 (12 V) or item no. 40063 (6 V)
- When used in combination with the spare fuel canister mount or an SLC side bag mount, please select the rear indicator item no. 50302 version



50175


50196



50176



50302


50107

TT indicator mount, compatible with indicators Item No. 42019/42020; 1 pair

Description	Model	Item No.
Front – for mounting on the lamp holder	XT500	50175
Front – for mounting on the lower triple clamp	TT500, XT500	50196
Front – for mounting on the handlebar controls	TT500, XT500	50107
Rear – for mounting on the rear frame	XT500	50176
Rear – relocates the indicators to the rear, under the fender	XT500	50302

TT replica indicators without bulbs, 1 piece

Designation	Item No.
Can be mounted on the front right/rear left	42019
Can be mounted on the front left/rear right	42020

OCHSENAUGEN HANDLEBAR-END INDICATORS

- A classic finishing touch for custom motorcycle builds
- Solid, heavy-duty design, available with either chrome or black housing
- E-approved lenses, approved for use as front indicators
- Suitable for most steel and aluminium handlebars; supplied as a complete set of 2

Model	Item No.
Chrome housing, set of 2 including 12 V bulbs	41316
Matte black housing, set of 2 including 12 V bulbs	41315
Matte black housing, tinted lenses, 2-pack including 12 V bulbs	41315B
Yellow replacement lenses, set of 2 for one indicator, E-approved	41254
Tinted replacement lenses, set of 2 for one indicator, E-approved	41223



DAYTONA LED INDICATOR "D-LIGHT SOL"

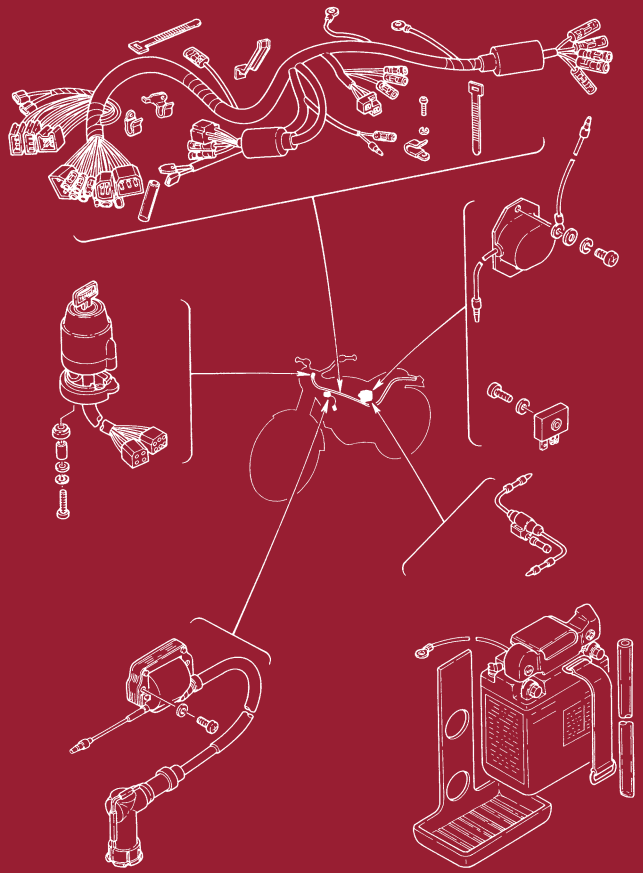
- A modern indicator that blends seamlessly with the XT's design
- Available with either classic orange glass or modern smoked grey glass
- High-quality aluminium housing with a matte black finish
- Integrated vibration damping and surge protection
- Approximate dimensions (L × W × H): approx. 72 × 25 × 30 mm. M8 mounting thread
- e-approved for front and rear

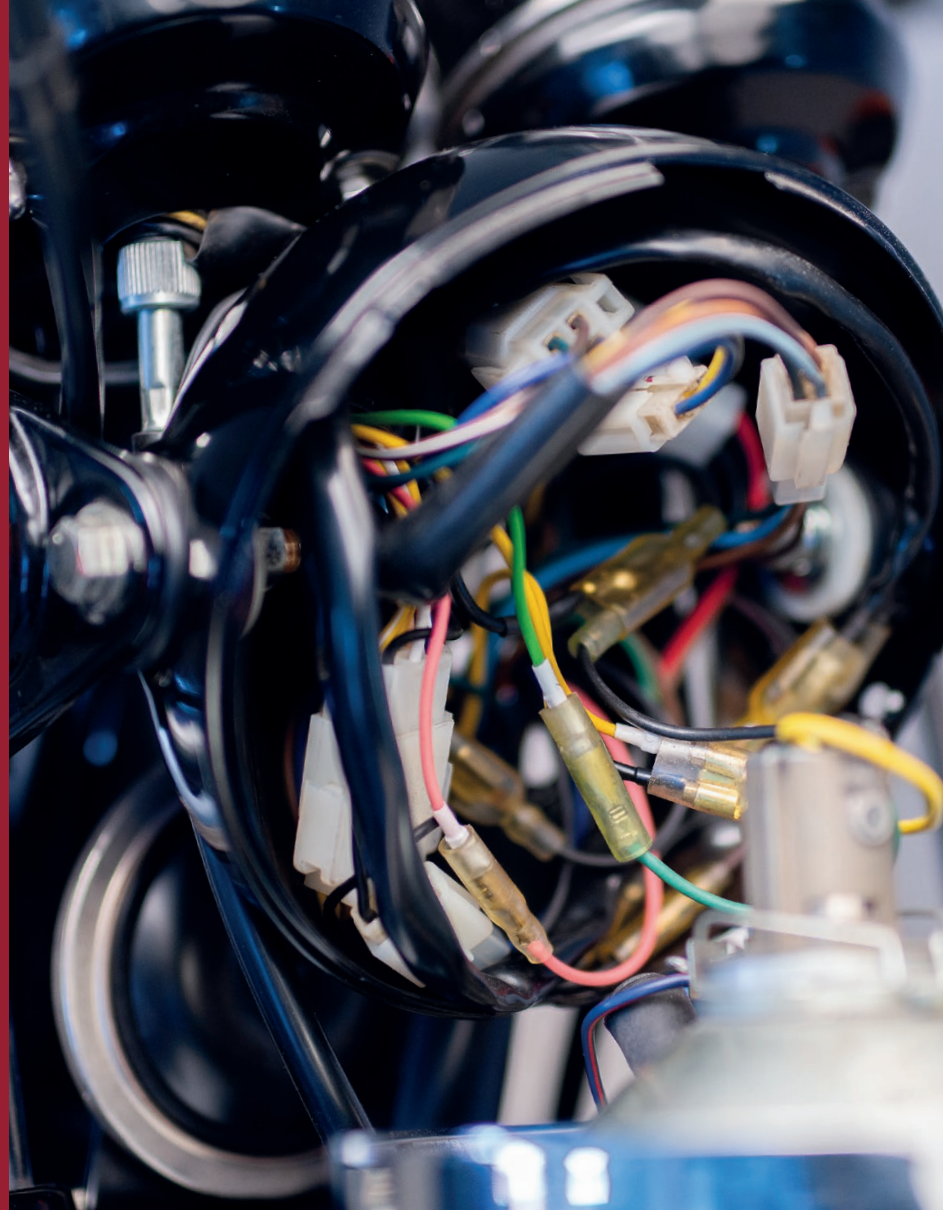
Design	Lens colour	Item No.
LED indicators	orange	41582
LED indicator	smoke grey	41582C





ELECTRICAL SYSTEM





12V PLUG-IN CONVERSION

- A simple plug-and-play conversion
- No changes to the wiring harness required
- Replaces the original rectifier and voltage regulator
- The regulator wiring harness, with its dual earth connection terminals, ensures a reliable earth connection (connection to the battery and central earthing point)
- 12V bulbs, battery, horn, and indicator relays are NOT included; if needed, please order item no. 50550 or 50551 along with this kit
- Suitable for all XT500 models with standard 6V electrical system (up to model year 1985)

Model	Item No.
12V Plug-in Regulator	50544



EASILY convert to 12V

BASIC 12V ADD-ON KIT

- Required for the initial conversion to 12V and includes ALL 12V bulbs, battery, indicator relay, and horn
- Ideal complement to the 12V regulator, item no. 50544
- The original headlight housing is reused; we supply a 12V halogen bulb with a BA20D base
- We recommend the set version with an SLA battery, as this is the least sensitive to overvoltage after the YUASA wet battery
- Suitable for all XT500

Battery	Item No.
AGM sealed	50550
SLA sealed	50550-S
YUASA dry, excl. acid	50550-Y
without battery	50550-NB

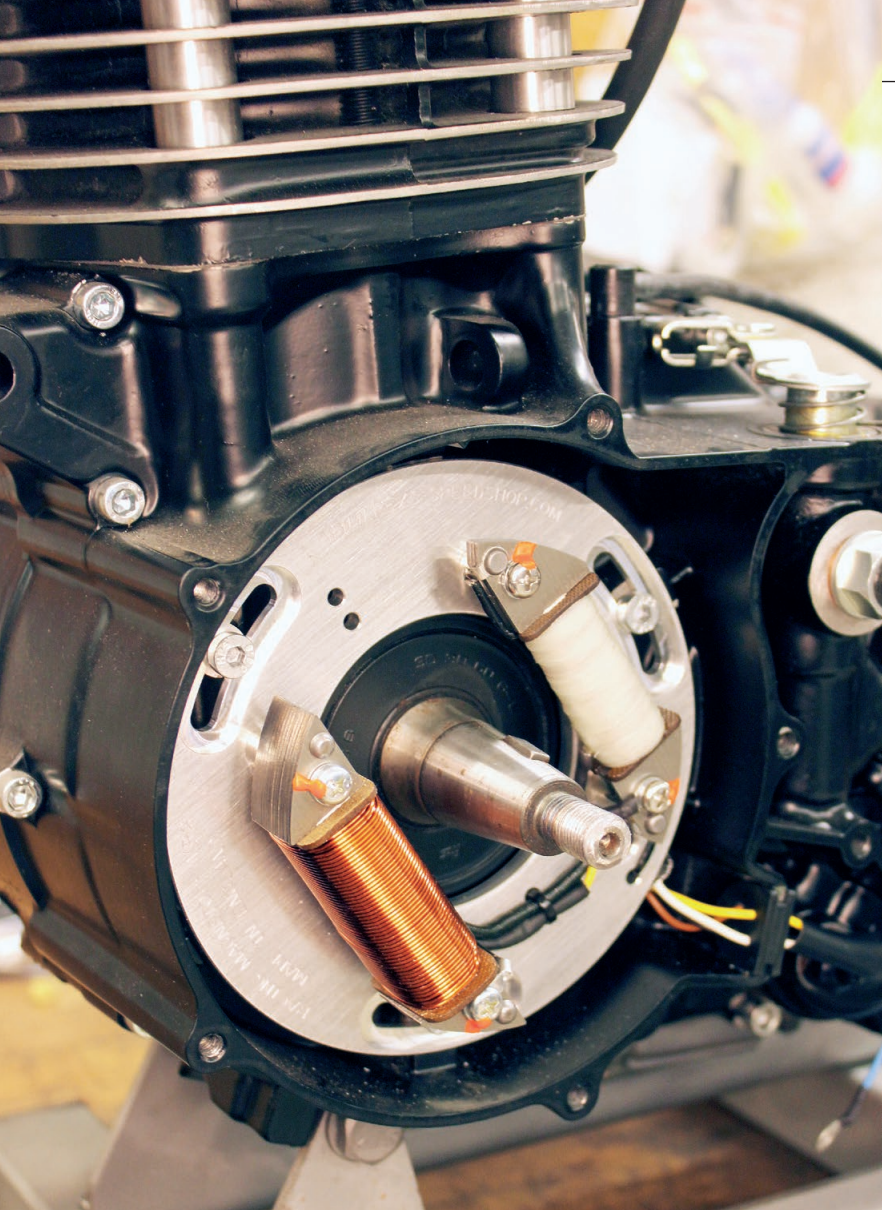


BASIC+ H4 12V ADD-ON KIT

- The comprehensive all-in-one package – includes truly ALL bulbs and components that are useful and necessary for the initial conversion to 12V, including an H4 bulb holder
- The ideal complement to the 12V regulator, item no. 50544, with maximum light output
- For all XT500 models with original headlight housings (plastic and metal housings)
- Here, too, we recommend the version with an SLA battery

Battery	Item No.
AGM sealed	50551
SLA sealed	50551-S
YUASA dry, excl. acid	50551-Y
without battery	50551-NB





PME CDI IGNITION & 12V ELECTRICAL CONVERSION

- KEDO Edition of the ingenious PME CDI ignition system – enables easy conversion to a completely maintenance-free, contactless CDI ignition with 12 V electrical system. Easy installation! Improved version with adjustable base ignition timing, eliminating the need to repeatedly remove the fly wheel to adjust the stator plate

Available in four different versions:

1) CDI ignition with 12 V lighting system: Complete kit including ignition coil and high-performance 90 W lighting coil, CDI unit, ignition coil, and rectifier/regulator. Note: You may also need all 12 V bulbs, a 12 V horn, a 12 V indicator relay, a 12 V battery, etc.; see page 217 for kits

2) CDI ignition without lighting system: Delivery includes ignition coil, CDI unit, and ignition coil.



3) CDI ignition without lighting system in performance version: Delivery includes a dual ignition coil for optimal ignition energy and performance across the entire RPM range, CDI unit, and ignition coil. The ignition curve is also designed for use with high-compression pistons.

4) CDI ignition with 12 V DC lighting system: same as variant 1, but with a different lighting coil/regulator; enables the use of our LED headlights. Wiring harness modification required; instructions included.

PME CDI ignition Variant 2 (Item No. 50595) and Variant 3 (Item No. 50556) are suitable for racing and off-road use without a pre-installed lighting coil. They can be additionally equipped with a lighting coil for street use as follows:

a) with your own existing original light coil (6 or 12 volts)

b) with the XT500 Power light coil, Item No. 41078 (12 V/90W)

c) with the DC-Only conversion kit, Item No. 50767 for LED headlights

For all TT500 and XT500 models from '85 onward, the original magneto rotor is used

- Required special tools (not included): Fly wheel puller (e.g., item no. 20045) and ignition timing adjustment light

Designation	Item No.
CDI ignition WITHOUT light current coil	50595
Performance: CDI ignition WITHOUT light coil; with two ignition coils for maximum engine performance	50556
CDI ignition WITH 90W lightcoil – the classic	50555
CDI ignition WITH light; complete vehicle electrical system has DC voltage (for LED headlights) ❶	50667
Mounting kit for light coil on PME stator; may be required for Item no. 50556 and 50595	50594

❶ ***XT500 ONLY in combination with LED headlights (e.g., LED insert, Item No. 50768), suitable for original contact breaker ignition or CDI conversion***

The Classic – Item No. 50555



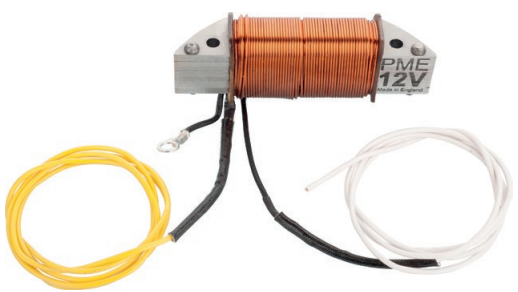
DC-Only Complete Kit,
enables LED headlights
Item No. 50667 ❶



90 W HIGH-OUTPUT LIGHT COIL

- As an upgrade for XT500 models up to 1985 that have already been converted to 12 V electrical systems using 12 V plug-in regulator (item no. 50544)
- Enables battery charging starting at 1,500 RPM

Description	Item No.
Power light coil	**41078**



12 V CONVERSION "DC ONLY"

- The upgrade kit for use when a PME kit (item no. 50595, 50556 or 50555) has already been installed and the XT is now to be converted to LED headlights
- Works with our LED headlight inserts – compatibility with other LED bulbs cannot be guaranteed, as these often draw too much power
- Also suitable for contact ignition
- Delivery includes a specially wound light coil and 12 V rectifier/regulator
- If you also plan to convert to CDI ignition, select the complete DC alternator set (item no. 50667)

Description	Item No.
12 V conversion "DC only" – Wiring harness modification required, instructions included	**50767**



VOLTAGE REGULATOR & RECTIFIER

- Original replacement part ❶ or replica
- Fits without modifications to the wiring harness

Model	Spare part	Item No.
XT500-'85	Voltage regulator 6 V	**41051**
	Rectifier 6 V ❶	**41024**
	Replica rectifier 6 V	**41188**
XT500'86-	Complete regulator/ rectifier unit for XT with standard 12 V	**41025RP**





Catalogue Update Service

Exclusive information on new parts, technical tips, and catalog updates. Scan the QR code to sign up, or visit: www.kedo.de/s/xt-newsletter

POWERDYNAMO ALTERNATOR

- Complete 12 V conversion including fly wheel with peak output up to 120 W
- Very stable ignition with high-energy sparks! The engine responds noticeably better to the throttle thanks to a lighter fly wheel weighing only 1.45 kg (engine still starts easily)
- Contactless electronic ignition with its own power supply; no more wear on the breaker and centrifugal regulator, as these are no longer needed
- Delivered ready for installation, complete with base plate, 12 V stator, rotor, rectifier, ignition coil, mounting hardware, installation instructions, and special flywheel puller

Model	Item No.
TT500 & XT500 all	31348
TT500 & XT500 with dual ignition	31349

31348



Required 12 V components:

Suitable lighting, battery, horn, etc. See our complete add-on kits on page 217

Special tools:

Description	Item No.
Replacement rotor puller M27 × 1.25 for our PowerDynamo kits	20104
Fly wheel holding tool for PowerDynamo Item No. 31348 and 31349, stainless steel, rubberised handle	31311

Useful addition:

XT mounting accessories developed by us

Model	Item No.
Mounting kit for PowerDynamo ignition coil, rectifier/regulator, and control unit (CDI), complete with small parts	31259



IGNITION INTERRUPTOR SHAFT PLUG

- When converting to a contactless CDI ignition system, the entire breaker unit, including the shaft, can be removed
- This sealing plug replaces the shaft seal (item no. 27328)
- Suitable for TT500, XT500 converted to CDI ignition; see Powerdynamo (item no. 31348, 31349) or PME (item no. 50555, 50556, 50667, 50595)

Description	Item No.
Sealing plug for breaker contact shaft	51078



OUR COMMUNITY WEBSITE

Technical knowledge, profiles, news, and event reports

moto.kedo.de

NGK SPARK PLUG CAP

• Waterproof and electrically insulated (5 kOhm)

Model	Item No.
XT500	40010



SPARK PLUG CAP – ORIGINAL REPLICA

• 90° angled, metal shielding, noise-suppressed

Model	Item No.
TT500, XT500	40219



NGK SPARK PLUGS

• Proven OEM quality, tightening torque according to Yamaha: 15–20 Nm

Spark plug type	Info	Item No.
BP7ES	Standard spark plug	40007
BPR7ES with noise suppression	Standard, noise-suppressed	27200
BP8ES	Cooler spark plug ❶	33032

NGK IRIDIUM SPARK PLUGS

• City driving can cause conventional spark plugs to become fouled with soot; the extremely thin iridium center electrode prevents this problem because it requires significantly less ignition voltage for optimal combustion

Spark plug type	Model	Item No.
BPR7EIX	Standard, interference-suppressed	40496
BPR8EIX	Colder spark plug ❶	40559

❶ *For engines running at particularly high RPMs, when riding in warmer regions, and during the height of summer, it may be advisable to use a colder spark plug. Example: Standard BP7ES, colder spark plug = BP8ES*



IGNITION COIL

• High-quality design with extra-long ignition cable
• Order a new spark plug connector at the same time!

Model	Item No.
XT500 all (with 6 V and 12 V)	30100



According to the Yamaha service manual, the spark plug gap should be set to 0.7–0.8 mm. You can check the gap using our feeler gauge set, Item No. 40134.


6N6-3B-1
6V 6Ah(10HR)
6.3Ah(20HR)
PP
PP

YUASA WET CELL BATTERIES

- OEM quality from YUASA as a classic lead-acid battery
- Pre-charged dry, top up with battery acid, let stand for 30 minutes – done
- Delivered WITHOUT battery acid; since February 1, 2021, this may no longer be sold to private individuals in separate containers
- Workshops may continue to fill your batteries with the necessary sulfuric acid
- Please check BEFORE ordering whether battery refilling services are available in your area

Model	Item No.
XT500 with 6 V electrical system	**41473**
XT500 with 12 V electrical system	**41468**



SLA BATTERIES

- In terms of technology and performance, SLA batteries are the successors to lead-acid batteries
- No liquid acid, making them 100 % maintenance-free and free of corrosive fumes!
- Leak-proof thanks to SLA technology; can also be installed horizontally. Shipped pre-charged – please charge once before first installation
- After lead-acid batteries, SLA batteries are the most resistant to overvoltage and therefore the first choice for our classic bikes with technically simple (and in practice, less precise) charging systems

Model	Item No.
XT500 with 6 V electrical system	**41473SLA**
XT500 with 12 V electrical system	**41673SLA**



The top choice for older bikes, provided a traditional lead-acid battery is no longer available

MOTOBATT AGM BATTERIES

- In terms of technology and performance, AGM batteries are the successors to gel batteries
- In AGM batteries, the acid is completely bound within a glass fiber mat, making them leak-proof and vibration-resistant
- Compared to gel batteries, they are less sensitive to overvoltage and deep discharge
- Longer service life than traditional lead-acid and gel batteries. Shipped pre-charged – please charge before first installation!
- 6 V version with Japanese-style connectors

Model	Item No.
XT500 with 6 V electrical system	**41473AGM**
XT500 with 12 V electrical system (connection with Japanese plugs; matching sockets are included)	**41673AGM**



NOTE: We are legally required to charge a €7.50 deposit on every battery sold! This deposit will be refunded immediately upon presentation of proof of disposal.

BATTERY INSTALLATION ACCESSORIES

Description	Type	Item No.
Tension strap	OEM	27118
	Replica	27118RP
Battery tray	Replica	28118



27118



28118

You can drop off used batteries directly at our location – please DO NOT send them by mail, as acid could leak! You can also drop off used batteries for free at your local recycling center, for example. For this purpose, we include a receipt with your shipment; please have the drop-off confirmed on-site so that we can subsequently refund the statutory deposit to you.

IGNITION SWITCH

- Each comes with two keys and matching connectors for the vehicle wiring harness

Model	Item No.
XT500'76	30099
XT500-'85	40015RP
XT500'86-	40016RP



40015RP



40016RP

IGNITION SWITCH ACCESSORIES

Description	Item No.
Complete mounting kit, 11-piece	41371
Ignition Switch Label ON/OFF	41775
Ignition switch label, 3-position	41774
Ignition switch label, 4-position	41776



41775 41774 41776



41371



SPARE KEYS

- Made to order based on key number; also available for fuel caps and helmet locks

Description	Item No.
Spare keys, 1 pair	SCHLUESSEL
Key cover	22005



22005


SCHLUESSEL

NEUTRAL SWITCH

Description	Item No.
Heavy-Duty Neutral switch, including seal and clamp for original contact tongue/eyelet	90007HD
OEM Neutral switch, without gasket	90007
Neutral switch Gasket	94011

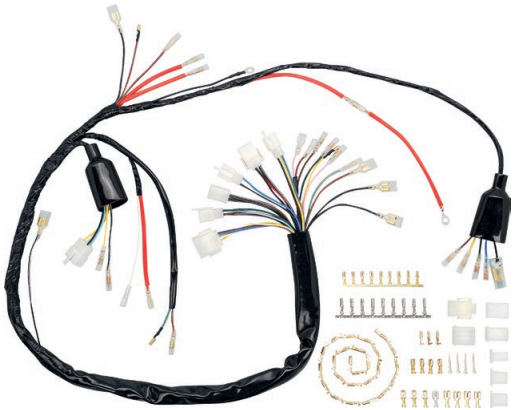
90007HD



REPLICA WIRING HARNESS

- Same as the original; where (in exceptional cases) a system connector must be replaced with individual contacts, we include all necessary small parts (connectors, sockets, grommets)
- Also includes **all mating connectors**

Model	Item No.
XT500-'77	40076-18
XT500'79-'85	40078-18



KEDO Youtube: How the Neutral switch Works, Both Electrically and Mechanically

REAR WIRING HARNESS

- The XT500's vehicle wiring harness ends at the rear fender; this rear wiring harness connects the taillight and, if applicable, the indicators
- 3-pin version for taillight connection with frame-mounted indicators, or 5-pin for taillight brackets with indicators (standard in Germany through model year 1985)
- Unlike the original, the 5-pin version is equipped with a 3-way Japanese connector for a space-saving earth connection for the taillight and indicators

Description	Item No.
3-pin taillight connection cable	29291
5-pin taillight/indicator connection cable	29068

29291





CABLE GROMMET

- Routes the rear wiring harness through the metal fender without slack or chafing
- Do not forget this when installing item no. 29291 (XT500)

Description	Item No.
Rear Wiring Harness Cable Grommet	10074



TT LIGHTING HARNESS

- The TT500 was initially offered without it; starting with the 1979 model year, it was available as an option with minimal electrical components
- Replica of the original replacement part, helps with headlight installation

Description	Item No.
TT lighting harness	41016



YAMAHA SYSTEM CONNECTOR

- Used throughout the vehicle
- Plugs and sockets are reverse-polarity protected
- Type 110 with 2.8 mm contact width, Type 250 with 6.3 mm contact width

up to 1.5 mm² Item No.	up to 2.5 mm² Item No.
 **3-pin connector housing Type 110** Item No. **28525**	 **3-pin connector housing Type 250** Item No. **28530**
 **4-pin connector housing Type 110** Item No. **28520**	 **4-pin connector housing Type 250** Item No. **28529**
 **Flat Plug Type 110** Item No. **28538**	 **Flat Plug Type 250** Item No. **28540**
 **Flat socket Type 110** Item No. **28539**	 **Flat Socket Type 250** Item No. **40164**

Complete set including the appropriate number of contacts and a housing with a locking tab:

up to 1.5 mm² Item No.	up to 2.5 mm² Item No.
 **3-piece plug-socket set, Type 110** Item No. **41525–3**	– – –
 **4-piece plug-socket set, Type 110** Item No. **41525–4**	 **4-piece plug and socket set, Type 250** Item No. **41552–4**

YAMAHA SYSTEM CONNECTOR SET WITH ROUND CONTACTS

- System connectors as commonly found on handlebar switches, ignition switches, etc., on Yamaha models. Housing with locking mechanism. Delivery includes round contacts and sockets

4-pin connector	6-pin connector
 Item No. **41545–4**	 Item No. **41545–6**

6.3 MM FLAT PLUGS/JACKS

- Suitable for connecting devices e.g. a horn, or for DIY projects
- Please order matching heat-shrink tubing at the same time

Contact Item No.	Sleeve Item No.
 **Flat plug** Item No. **40165**	 **For plug contact** Item No. **41053**
 **Flat plug socket** Item No. **40164**	 **For female connector** Item No. **41052**

WIRE HARNESS GROMMET

- Protects connectors from moisture and dirt

Top Ø	Bottom Ø	Length	Item No.
8 mm	22 mm	70 mm	**41353**
14 mm	26 mm	89 mm	**20021**
16 mm	37 mm	84 mm	**41354**
27 mm	42 mm	84 mm	**41355**


41354

JAPAN PLUG SET

- Identical plugs and sockets, as used throughout Japanese wiring harnesses
- Set of 12 plugs and 12 sockets, each with a cover, plus 2 double sockets with covers

Description	Item No.
52-piece set	**40625**



Individual parts	Contact Item No.	Case Item No.
Japan-Individual plug	 Item No. **40117**	 Item No. **40118**
Japan-female connector, single	 Item No. **40112**	 Item No. **40113**
Japan 2-way Socket, single	 Item No. **40116**	 Item No. **40115**

EMERGENCY IGNITION WIRING HARNESS

- Minimal ignition system wiring with connection instructions; connects the alternator to the breaker and ignition coil; the kill switch can be connected
- For testing purposes, for example, to identify a defect in the wiring harness
- Ideal travel companion; gets you home in case of wiring damage; includes an adapter for lighting

Description	Item No.
TT/XT Emergency Ignition Wiring Harness	**50600**



WIRES FOR AUTOMOTIVE ELECTRICAL SYSTEMS

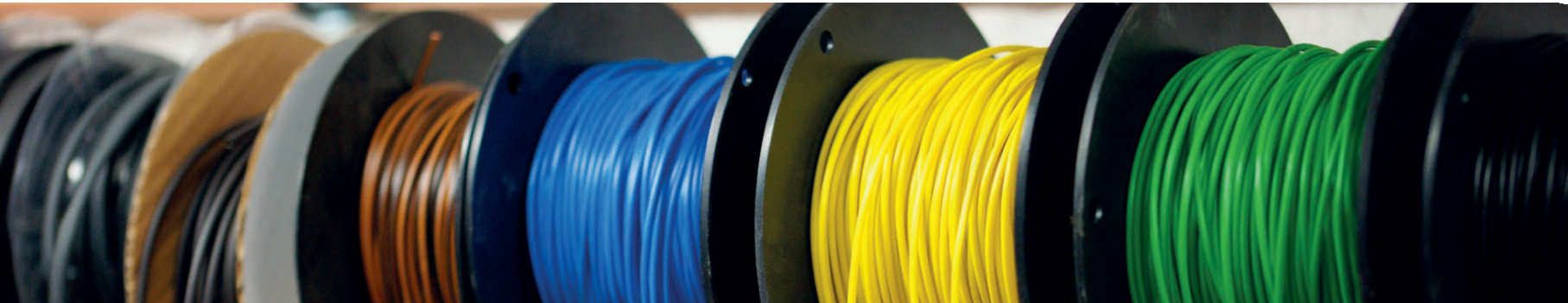
- High-quality copper stranded wire with a flexible cable jacket, suitable for DIY projects and repairing wiring harnesses, etc.
- Available in three different cross-sections: 0.75 mm² suitable for switch cables, for example; 1.5 mm²/2.5 mm² for supply lines from the alternator to the battery, etc.
- Sold by the meter

Solid-color cables:

Color	0.75 mm² Item No.	1.5 mm² Item No.	2.5 mm² Item No.
blue	50529	50517	– – –
brown	50530	50520	50522
yellow	50531	50535	– – –
gray	50532	50538	– – –
green	50533	50524	– – –
orange	50759	– – –	– – –
red	50534	50519	50523
pink	50757	– – –	– – –
black	50527	50537	50518
white	50528	50539	– – –

Two-color cables 0.75 mm²:

Color	Note	Item No.
blue-red	Blue cable with a red stripe	50755
brown-white	Brown cable with white stripe	50758
yellow-green	yellow cable with a green stripe	50765
yellow-red	yellow wire with a red stripe	50760
yellow-black	yellow cable with a black stripe	50766
yellow-white	yellow cable with a white stripe	50764
green-yellow	green cable with a yellow stripe	50763
red-yellow	red cable with a yellow stripe	50761
white-red	white and red in the longitudinal direction	50786
white-green	white and green in the longitudinal direction	50787
green-black	green and black in a vertical direction	50788
brown-black	brown and black in the longitudinal direction	50789
light blue	2 m single pack	50781
black-white	black cable with a white stripe	50756



EARTH WIRE

- Required for indicators, central earth connection, and handlebar mounts

Ø Eyelet	Length	Type	Item No.
6 mm	160 mm	Japan plug	22397
8 mm	130 mm	Japan socket, OEM	22323
8 mm	160 mm	Japan plug	22732
10 mm	220 mm	Japan plug	22733
10 mm	610 mm	Japan plug, OEM	22324

Model	Item No.
Earth cable with 3-way Japan socket, cable length 100 cm, 0.75 mm², black (universally applicable, e.g., for central earth point for taillight/indicator)	22000



CONNECTION TO THE CENTRAL EARTH POINT

- The XT500 battery is not connected directly to the wiring harness, but rather via a separate cable to the wiring harness's earth cable at the central earth point

Designation	Item No.
Connection to central earth point	22323

Accessories	Item No.
Connection cable for battery negative terminal	28323
Clamp for earth point on wiring harness	21003
Screw	29442
Spring washer	0127060008



BRAKE LIGHT SWITCH

Item	Model	Item No.
Replica brake light switch	Front, complete	41022RP
XT500 '77 Replica Brake Light Switch, OEM	Rear, complete with spring	28430
Universal brake light switch XT500'77-	Rear, use spring from old part or item 41261	41011
Model-specific spring XT500'77-	rear	41261
Bracket for brake light switch	rear, black	28777

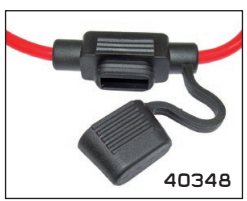


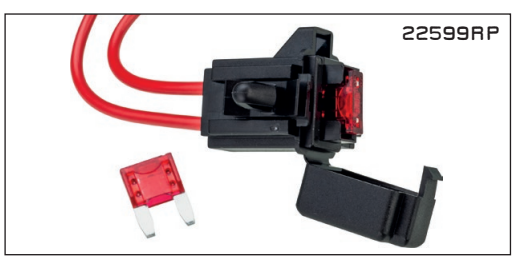
FUSE HOLDERS

- High-quality fuse holders with glass fuses are disappearing from the accessories market; therefore, we offer only solutions with flat fuses, which are superior to glass fuses in terms of contact reliability and sealing

Model	Item No.
For flat-pin fuses	41206
For mini flat-pin fuses	40348
For mini flat-plug fuses, with 10-A fuse and spare fuse (can be mounted on original metal tab with 6 mm hole)	22599RP



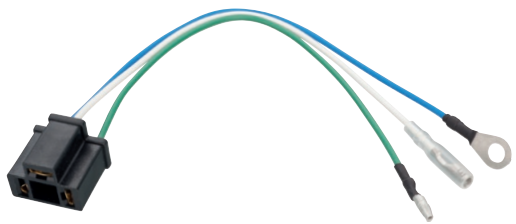




ADAPTER CABLE FOR INDICATOR RELAY

- Adapter cable for easy connection of the flasher relay to the XT500 original or our replica wiring harness
- Required when using 3-pin indicator relays

Description	Item No.
Adapter Cable for Indicator Relay	41598



INDICATOR RELAY

- Suitable for original and many aftermarket indicators

Model	Item No.
6 V 2-pole, mechanical	33028
6 V, 3-pole, electronic	41014
12 V, 2-pin, mechanical	40032
12 V, 3-pole, electronic	41246
Mounting rubber for indicator relay with retaining clip	41113

Relay suitable for LED indicators	Item No.
12 V 3-pin, electronic, including hazard light function	41151
12 V, 2-pin + additional connection cable for indicator light	41340
6 V & 12 V, electronic, switching capacity 6 V/15 W, 12 V/30 W	41944

Be sure to observe the polarity when connecting! 31 or "E" = Earth, 49 or "B" or "X" = Positive, 49 a or "L" = Switch





MOTOGADGET "M-FLASH" MINI FLASHING RELAY

- 5–18V, load-independent – flashes immediately (no delay)
- Short-circuit proof with automatic overload protection, waterproof, tiny dimensions: 18×13×9.5 mm
- Universal, also suitable for XT500 6 V and LED indicators

Description	Item No.
Mini indicator relay	**41194**



HORN

- Discreet design. Good sound output (at least 100 dB), some models are e-approved

6 V Horns

Approval	Note	Ø mm	Item No.
e-approved	chrome/black	65	**41506**
without	matte glossy	71	**41012**
without	black, 100 dB	70	**41549N**

12 V horns

Approval	Note	Ø mm	Item No.
e-approved	chrome/black	65	**41013**
without	black, 100 dB	70	**41080**
e-certified	black, 108 dB	80	**41253**



HORN RETAINING PLATE





• Stainless steel with black coating

Model	Remarks	Item No.
XT500-'79	Original shape, **suitable for horns with rubber mounts**, e.g., for Item No. 41549 (6 V) and Item No. 41253 (12 V)	**50583**
	Original shape, **suitable for horns without rubber mounts** + with M5 bolts (see Item No. 41012/41506 (6 V) or 41132 (12 V))	**50583U**
XT500'80-	Original shape, **suitable for horns with rubber mounts**, e.g., for Item No. 41549 (6 V) and Item No. 41253 (12 V)	**50584**
	Optimized mounting position, **suitable for horns without rubber mounts** and with M5 bolts (see Item No. 41012/41506 (6 V) or 41132 (12 V))	**50584U**

RUBBER-COATED CABLE CLAMP

• Mounts on the upper engine mounting plate on the left side of the vehicle. Fits the XT500

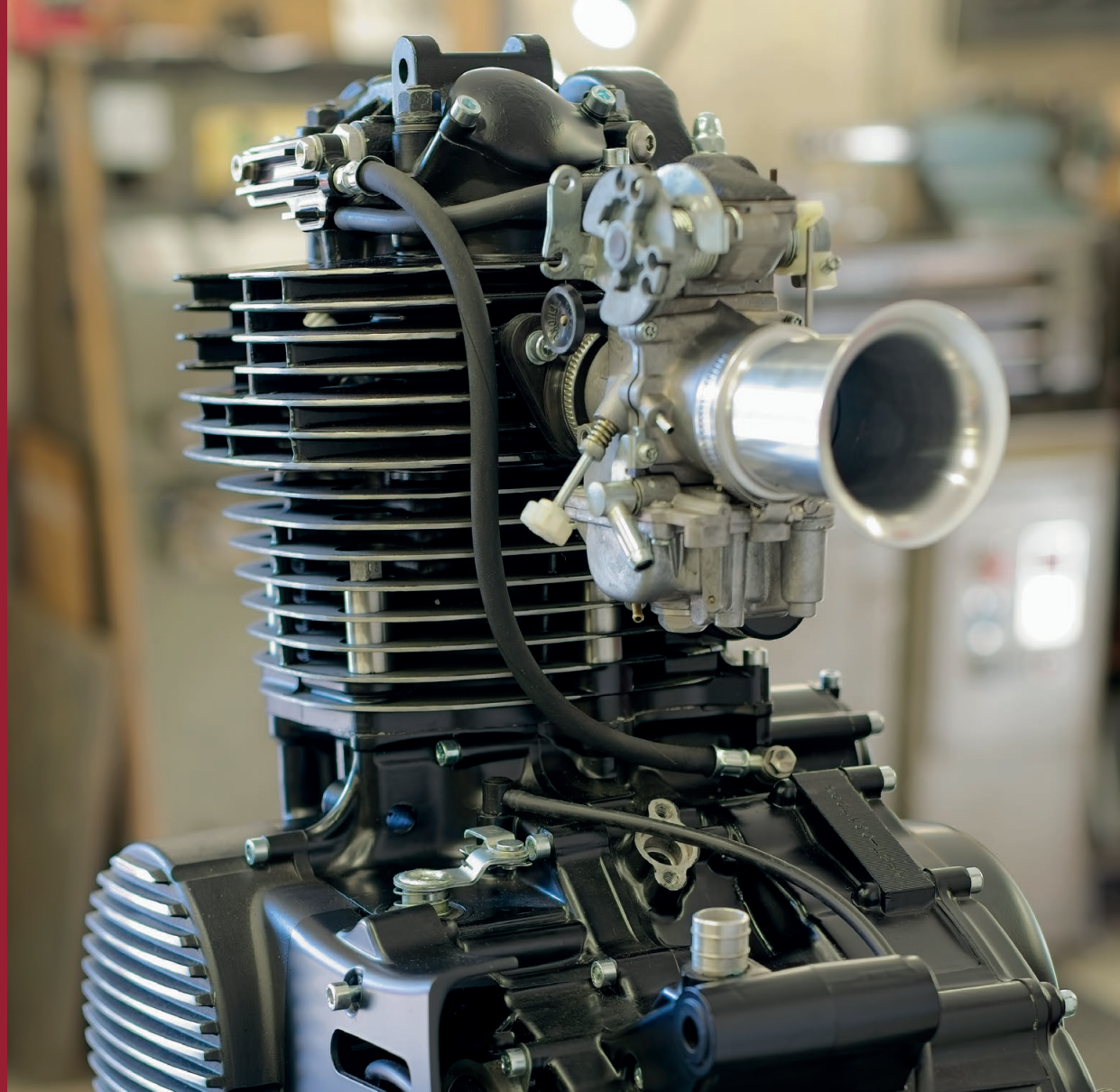
Installation	Item No.
Upper engine mounting plate, front bolt	**21003**
Upper engine mounting plate, rear bolt	**21005**







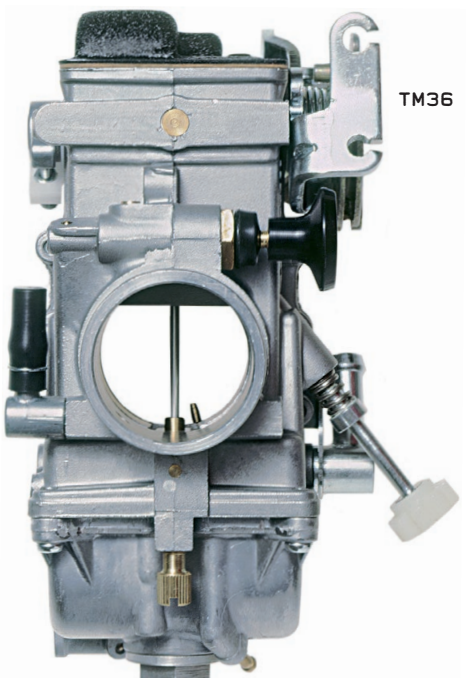
TUNING

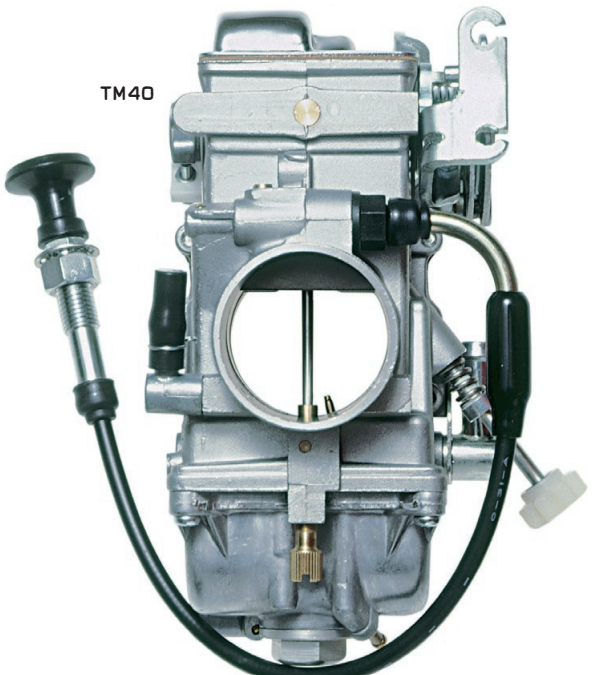


MIKUNI TM FLAT-SLIDE CARBURETOR

- 3 hp or more of additional power across the entire RPM range, depending on the intake and exhaust, without any modifications to the engine
- Features a primer pump, a throttle valve with forced actuation (opening and closing), and a cold start device (choke)
- Fits without modifications to the air cleaner housing
- We recommend using a modified intake manifold

Model	Injection	Item No.
TM36 Carburetor	HD 135/LD 17.5	**32284**
TM40 Carburetor	HD 165/LD 17.5	**30264**





INTAKE MANIFOLD

- Perfect fit for MIKUNI TM36/40 flat-slide carburetors
- Delivery includes clamp

Model	Item No.
For cylinder heads with Flowbench-Machining (maximum diameter)	**30117**
For unmachined cylinder heads/ intake ports	**29466**

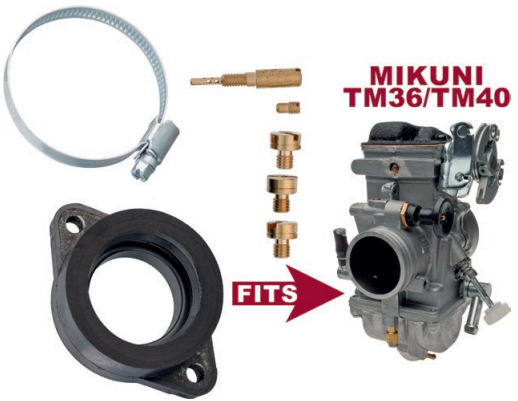




TM36 FINE-TUNING KIT FOR FLAT-SLIDE CARBURETORS

- A kit developed by us specifically for MIKUNI TM FS carburetors, which significantly simplifies fine-tuning and installation. Designed for use with the original air cleaner box!
- Ideal in combination with K&N replacement air filters
- If the air filter box is omitted and racing air filters are used, additional jet sizes may be required. Not TÜV-approved

Description	Item No.
KEDO TM36 Fine-Tuning Kit	33144-2



If you're having trouble tuning your TM carburetor, just ask us!

INTAKE MANIFOLD SET, INCLUDING K&N RACING AIR FILTER

- Precisely calculated intake length minimizes flow losses and effectively prevents harmful turbulence
- Set comes ready to install, complete with intake manifold (POM), K&N racing air filter, two stainless steel clamps, mounting hardware, and installation instructions
- Fits all TT/XT500 models with Mikuni TM36/TM40 carburetors, without TÜV certification

Description	Item No.
Intake Funnel Set	40632



Our selection of MIKUNI TM tuning carburetors for the XT

K&N MAXI RACING AIR FILTER

- For uncompromising performance – even larger surface area than conical racing air filters
- Features K&N's signature special media and comes with a 10-year K&N warranty or one million miles (1,600,000 km), whichever comes first
- Pre-oiled and ready for installation, including a clamp for the carburetor flange; cylindrical shape, 20° angled, without TÜV certification

Suitable for	L × Ø mm	Item No.
Original carburetor	102 × 89	91555
MIKUNI TM FS carburetor	127 × 89	91617
MIKUNI VM36 RS Carburetor	127 × 96	91520


91520


91555


91617

POWER STRAINER

- More air for more power – mounts in place of the original air filter box cover, protecting against coarse contaminants
- Since the intake noise becomes louder, this kit is only available without TÜV certification
- Delivered ready for installation, complete with main jet
- The original air filter retaining plates must be modified

Model	Item No.
XT500	50578



K&N ENGINE BREATHER FILTER

- Required when installing racing air filters, as the crankcase ventilation is usually eliminated along with the air filter box
- Optimizes combustion; the mixture is no longer contaminated with oil residues
- Version with metal connector for installation with a vent hose; version with rubber sleeve for direct installation on the vent on the engine block
- Delivery includes a single-use portion of K&N filter oil
- Total diameter 51 mm, height approx. 38 mm

Breather filter with metal fitting	Item No.
TT500, XT500 ❶	91446
TT500, XT500 ❷	91559

❶ *Metal connector with Ø 16 mm*
❷ *Metal connector with Ø 19 mm, ideal in combination with item 22703*

Vent filter with rubber sleeve	Item No.
TT500, XT500	91557



91559



91557

DAYTONA MOTOR-S VENT FILTER

- Required when installing racing air filters, as the crankcase ventilation is usually eliminated along with the air filter box
- Optimizes combustion; the mixture is no longer contaminated with oil residues
- Internal connection diameter approx. 18–19 mm

Breather filter	Item No.
TT500, XT500; Total Ø 51 mm, height approx. 55 mm, filter housing approx. 36 mm	91504
TT500, XT500 with chrome cap Total Ø 58 mm, height approx. 54 mm, filter housing approx. 36 mm	91505



91504



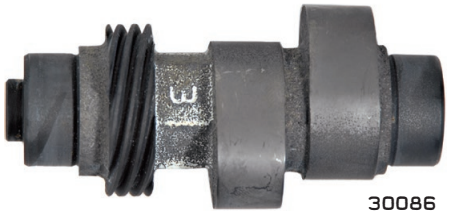
91505

TUNING CAMSHAFTS

- The engine becomes more responsive and revs up eagerly
- More power at mid-to-high RPM (valve timing under www.kedo.de)
- Multi-tempered, hardened cam surface – depending on the engine modification and cam design, everyday usability and stability are largely preserved
- Partially available as replacement cams
- We have various tuning cams in stock – if this stock is depleted, the delivery time is approximately 30 days. Based on experience, exchanges are generally NOT possible in advance
- All tuning camshafts are sold without TÜV certification
- For all TT500 and XT500 models

Specifications	Item No.
Full power output ❷	30086
Top performance ❷	30087
RaceTrack ❷	30426
BigBore ❶❷	30860

❶ *Requires the use of stiffer valve springs*
❷ *Requires the use of hard-block rocker arms*



30086

TIMING CAMSHAFT GEAR

- Essential for effective tuning
- For optimal power output, the valve timing must be precisely adjusted, especially with longer strokes or planned cylinder head modifications
- Adjustment of the timing via eight index holes in 2° (relative to the crankshaft) increments
- Modified new part with precision bores and engraved markings
- Fits all XT500 models

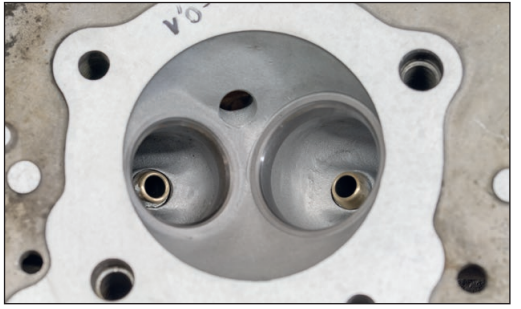
Designation	Item No.
Timing camshaft gear	30543



FLOWBENCH CYLINDER HEAD TUNING BY KEDO

- Noticeable power gain through optimization of existing components
- The intake and exhaust ports are modified to enhance performance, allowing the mixture to swirl more effectively and enter the combustion chamber with less flow resistance – this approach is far superior to simply polishing the ports, and the work requires a great deal of expertise
- Scope of work: Modification of the intake and exhaust ports, precision milling of the valve seats, flow-optimized adjustment of the valve guides and intake manifold, planing of the cylinder head sealing surface
- Processing time: at least 30 business days

Designation	Item No.
Single-cylinder with 2 valves	DL15



KEDO LARGE INLET VALVE (+2 MM)

- 49 mm diameter, allows for a significantly higher cylinder fill ratio compared to the original valve (original = 47 mm)
- Only slightly heavier than the original, making it ideally suited for high RPMs
- Nitrided shaft for optimal sliding properties, reinforced shaft end to prevent pitting. Polished valve head “swirl-polished” for optimal flow characteristics, precisely ground 45° valve seat
- Significant performance gains possible in combination with other tuning measures (e.g., FlowBench, tuned carburetor, tuned camshaft, etc.)
- Valve seat and valve pocket in the piston must be properly fitted (total length and shaft diameter as per original)
- Suitable for XT500’80, without TÜV



Description	Item No.
KEDO Large Intake Valve	50076

Additional service:

Enlarge valve seat to 49 mm

- Processing time: approx. 10 business days

Description	Item No.
Enlarge valve seat to 49 mm	DL48

TUNING VALVE SPRING RETAINER SET

- 20 % weight reduction
- 2 valve spring retainers with 4 valve wedges
- Fits the original valve springs

Model	Item No.
XT500/S all	30968



STIFF VALVE SPRING KITS

- Ensure proper valve timing at high RPMs
- Lightweight valve plates reduce the inertia of the entire valve train
- Allow for greater valve lift. Absolutely necessary for our camshaft (item no. 30860), because stock valve springs “bottom out” there. For camshafts where stock springs are sufficient, these springs are only recommended under certain conditions
- Complete set for intake and exhaust valve(s) including spring seats and valve shims (only if the original valve shims cannot be reused)
- For racing use only, not TÜV-approved

Model	Item No.
XT500/S all	30976



KEDO TORQUE KIT

Same scope as the Optimization Kit. Additionally, the package includes a pre-tuned TM36 flat-slide carburetor, a replacement camshaft with robust power delivery, and reinforcement of the original cylinder via the installation of a tie rod. Not TÜV-approved.

Designation	Item No.
Torque Kit	DL52

Your vehicle must meet the following requirements:

Intact crankshaft, replaceable original camshaft, intact rocker arms/axles, intact valves, dimensionally accurate, intact piston with intact cylinder (bore Ø from 87 to 88 mm), like-new timing chain, original air cleaner box with K & N replacement air filter, ABE-compliant muffler including performance manifold.

We require the following from you:

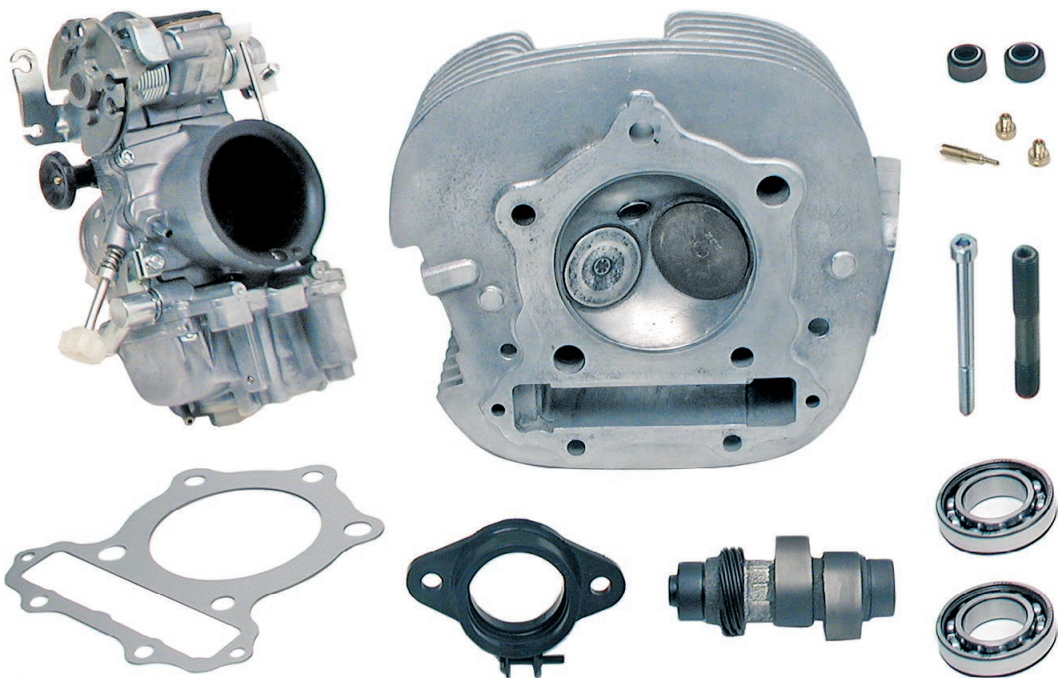
The complete cylinder head (for XT500, only models from 1980 onward are suitable!) including valves and cylinder head cover, an interchangeable original camshaft including rocker arms and shafts, as well as the original cylinder and piston.

Here's what you can expect:

Optimized power delivery across the entire RPM range, noticeable power increase at low RPMs, civilized noise level, power increase at the crankshaft of approximately 6 to 9 hp.

***Included in the kit price:* TM36 FS carburetor, replacement camshaft with two mounted bearings, a set of piston rings, an intake manifold, two valve stem seals, a special cylinder head gasket, a cylinder stress relief (installed), and fine honing of the cylinder.**

We can customize the kits DL52 and DL53 for racing. Depending on the level of modification you're willing to undertake, engine outputs of 50 hp and more are achievable!



KEDO OPTIMIZATION KIT

Optimization of the existing stock components by adapting the intake manifold to the cylinder head, machining the intake and exhaust ports along with the valves and valve seats using Flow-Bench, and matching the combustion chamber to the cylinder bore. Fine honing of the cylinder, inspection, and basic adjustment of the stock carburetor.
All components (camshaft, pistons, rocker arms, valve guides, etc.) are cleaned, measured, and modified as necessary. Without TÜV

Designation	Item No.
KEDO Optimization Kit	DL51

Your vehicle must meet the following requirements:

Intact crankshaft and original camshaft, intact rocker arms/axles, intact valves (no pitting), dimensionally accurate, intact piston with intact cylinder (bore Ø from 87 to 88 mm), like-new timing chain, original air cleaner housing with K & N replacement air filter, ABE-compliant exhaust system (preferably with a performance manifold), functional original carburetor.

We require the following from you:

Complete cylinder head including valves and cylinder head cover, cylinder including piston, camshaft, rocker arms and shafts, original carburetor.

Here's what you can expect:

Optimized power delivery across the entire RPM range without compromising stability, at a civilized noise level; power increase at the crankshaft of approximately 3 to 5 hp.

***Included in the kit price:* A set of piston rings, an intake manifold, two new (mounted) camshaft bearings, two valve stem seals, a special cylinder head gasket, fine honing of the cylinder, and a main and idle jet for the stock carburetor.**

All of our KEDO engine optimizations in various configurations



KEDO 535 POWER KIT

Same scope as the torque kit, but with a pre-tuned TM40 flat-slide carburetor. Displacement increase with a modified WISECO piston kit (Ø 90 mm, compression ratio 10.5:1, effective 535 cm^3). Cylinder head modified to Ø 90 mm and installation of our larger performance intake valve with Ø 49 mm. Not TÜV-approved.

Designation	Item No.
KEDO 535 Power Kit	DL53

Your vehicle must meet the following requirements:

See Torque Kit Art. DL52 on page Seite 240. Maximum cylinder bore of 89.5 mm, exhaust system with as little backpressure as possible. Adjustable ignition timing.

We require the following from you:

The complete cylinder head (for XT500, only models from 1980 onward are suitable!) including valves and cylinder head cover, an interchangeable original camshaft including rocker arms and shafts, as well as the original cylinder block including pistons.

Here's what you can expect:

Plentiful power across the entire RPM range, with a power increase at the crankshaft of at least 10 hp.

***Included in the kit price:* TM40 FS carburetor, camshaft with two mounted bearings, one intake manifold, two valve stem seals, displacement increase including a modified WISECO 535 cm^3 piston kit, larger intake valve, one special cylinder head gasket and one special cylinder base gasket, as well as our installed cylinder pull relief.**



WISECO PISTON KIT

- The legendary WISECO piston, with an optimized design
- Precision high-performance forged pistons for high mileage, maximum strength, and minimal weight
- Various compression ratios available, for which experience has shown that no adjustment of the ignition timing is necessary.
  As a general rule, increasing the compression ratio improves performance
- Piston skirt with "anti-detonation grooves" for better gas sealing
- Delivery includes piston pins, two piston pin clips, and piston rings

Model	Bore mm	Compression	Item No.
TT500, XT500	87.00	9:1	**31171**
	87.50	9:1	**31169**
	88.00	9:1	**31170**
	88.50	9:1	**31173**
	89.00	9:1	**31174**
TT500, XT500	87.00	10:1	**30180**
	87.50	10:1	**30119**
	88.00	10:1	**30116**
	89.00	10:1	**31176**



A good alternative to the no longer available original pistons

When removing the piston rings, always use a new set, as the old ones become more brittle with increasing mileage and can easily break after being reinstalled! The ring joints should be installed offset by 120° to prevent "blow-by".

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BIGBORE CYLINDER LINER

- Centrifugal casting, CrMo alloy. Ground outer surface for good heat dissipation
- Crankcase must be bored out, cylinder surface ground flat, and running surface finely honed (can be performed by us for an additional charge)

Designation	up to Ø mm	Item No.
BigBore cylinder liner	93.00 ❶	50237
	95.00	50239

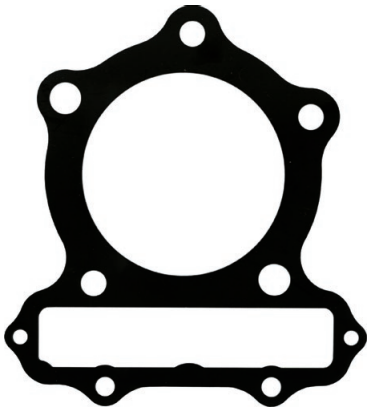
❶ *The liner must also be modified at the upper collar and the lower end*



BIGBORE CYLINDER HEAD GASKET

- Required when using BigBore pistons. Metal version, some also available as multi-layer, with pressed-in bead where necessary

Designation	up to Ø mm	Item No.
BigBore cylinder head gasket	90.50	33146
	95.00	33279



KEDO CYLINDER STRAIN RELIEF

- Protects the cylinder against vibration cracks
- Particularly useful when using BigBore pistons
- We manufacture the tie rod and machine the cylinder right here in-house
- Processing time: approx. 20 days

Designation	Item No.
Install strain relief	DL54



LONG-STROKE PISTON PINS

- 4 mm more stroke for power from the lowest RPMs
- Can be combined with all other tuning measures. Depending on the piston and/or cam, clearance must be checked and, if necessary, properly adjusted
- For racing use only, not TÜV-approved

Designation	Item No.
Long-stroke pin	50135

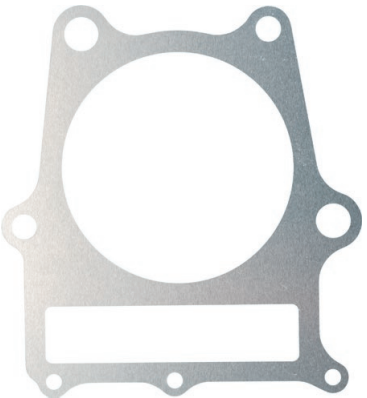


There's nothing can replace it – except by even more displacement

KEDO ALUMINUM-CYLINDER BASE ADAPTER

- For use with a long-stroke crankshaft (provided no modifications are to be made to the cylinder head or pistons) or to reduce compression
- 1 mm thick, installed in addition to or in place of the base gasket. Timing adjustment is absolutely necessary

Designation	Item No.
KEDO Aluminum Cylinder Base Adapter	50604



EXTENDED TIMING CHAIN

- If more than two cylinder base adapters are required, a longer timing chain should be used
- Closed version with 108 links; ONLY recommended for long-stroke conversions

Designation	Item No.
Extended timing chain	92127



TRAVEL



STAINLESS STEEL FRONT LUGGAGE RACK

- Even 50 years after the XT was released, there can still be completely new accessories – our new front luggage rack is proof of that!
- Not a mass-produced item, but hand-welded in the traditional style of the 1980s – small irregularities in the welds emphasize the classic XT look
- Carrying area approx. 23 × 15 cm
- Easy installation thanks to model-specific brackets made of black-coated stainless steel
- Versatile adjustment, compatible with various speedometer solutions and headlights

Model	Version	Item No.
XT500 '78-'79	Stainless steel	**60083**
	Black stainless steel	**60083S**
XT500 '80-	Stainless steel	**60079**
	Black stainless steel	**60079S**

KEDO YouTube Channel:
Front luggage rack installed in just a few minutes







Our anniversary side panel designs are available in the online store: Item No. 22671/22672

MINI STAINLESS STEEL LUGGAGE RACK

- Elegant design, welded from 12 mm stainless steel
- Carrying surface approx. 23×15 cm
- The seat can be installed and removed as usual even with the luggage rack mounted
- Optionally, the small 1.5-liter SW-Motech bag (item no. 60086) mounted on the left side using the additional bracket (item no. 60730); the original toolbox is not affected
- Model-specific mount made of black-coated stainless steel: This version fits all XT500 models (steel tank up to 1979 and aluminum tank from 1980 onward) with the respective **short** seat
- The SLC side bag holder (item no. 60098 (60098EVO)) can be combined with the luggage rack

Fits	Version	Item No.
Short seat	Stainless steel	60084
	Black stainless steel	60084S
Long seat	Stainless steel	60085
	Black stainless steel	60085S

How can I tell the short seat from the long German seat?

On the long seat (see Item No. 27801), there is approximately 20 mm of clearance between the outer edge of the seat and the inner edge of the frame arch on models up to 1979, and approximately 5 mm on models from 1980 onward. The short seat has a gap of approximately 60 mm on models up to 1979, and approximately 45 mm on models from 1980 onward.





TURN INDICATOR MOUNTS FOR OEM TURN SIGNALS

- These brackets are required when our mini luggage rack is installed and a taillight mount without turn indicator mounts is used
- Since the original turn signal brackets on the frame would interfere with the luggage rack, we have developed a turn signal bracket that mounts to the luggage rack
- With an M4 thread and a stud bolt, which serves as an anti-rotation lock for perfect turn signal installation
- Fits the original XT turn signals (for mini turn signals with M8 bolts, see item no. 63005)

Description	Item No.
Turn indicator mount for OEM turn signals	50350



ADDITIONAL MOUNT FOR THE SW-MOTECH BAG

- Clever additional mount that complements our mini luggage rack and allows for the installation of the SW-Motech additional bag with T-Lock closure
- Fits the SW-Motech bag, item no. 60730 with a 1.5-liter capacity

Description	Item No.
Additional mount for SW-Motech bag	60086



SW-Motech bags and SLC adapters for your bag are available in the online store

BASE MOUNT FOR SW-MOTECH SLC LUGGAGE SYSTEM

- Small, unobtrusive, and sturdy luggage rack for the left side of the bike
- Visually complements the lines of the XT500 perfectly
- Holds, for example, the SW-Motech LegendGear side bags with SLC quick-release fasteners
- Your own bags can also be retrofitted with the SLC fastener
- Passenger riding is slightly restricted
- Available in two versions: the classic round-tube version, hand-welded, and alternatively the laser-cut version with a subtle look, which we can offer at a particularly attractive price
- Fits all XT500 models with turn indicator mounts on the taillight bracket without modification
- For XT500 models with turn indicator mounts on the frame, a different turn signal solution is required (see, e.g., item no. 50302)

Model	Page	Version	Item No.
XT500	left	– Round tube	60098
		– laser-cut	60098EVO

The image shows the LegendGear bag (Item No. 60700B) on our SLC mount



Round tube design



Laser-cut design



SPARE CANISTER HOLDER

- Plastic-coated stainless steel holder for the 1.5-liter Hünersdorff canister (item no. 40533 – available in red and black)
- Vibration-isolated mounting; the original toolbox remains intact
- Two-person operation possible without restriction; can be fully refueled when mounted
- Fits all XT500 models; an adapter is required if turn signals are mounted on the frame
- Not compatible with luggage racks

Description	Item No.
Spare fuel canister mount	60030
Chrome-plated hex head screw for passenger strap, as an alternative to the supplied pan head screw	60002CR
Set of 4 spacers for XT500 turn signals (required for turn signals mounted on the frame)	60060



Delivery without a canister

MOUNT FOR SW-MOTECH ACCESSORY BAG WITH T-LOCK CLOSURE

- Black stainless steel mount for the SW-Motech accessory bag with a 1.5-liter capacity
- Discreet mounting in front of the toolbox (fits with or without the box)
- Included: coated stainless steel mount with screws and nut; the round T-Lock closure shown is included with the bag (item no. 60730), but can also be purchased separately
- The mount can be installed in two positions (bag position +/- 12.5 mm forward/backward)

Description	Item No.
Holder for SW-Motech accessory bag	60731



LEGENDGEAR 1.5L BLACK EDITION ACCESSORY POUCH

- Measuring approximately 19×14×5 cm, this accessory pouch is perfect for safely storing smaller travel items.
- It can be easily attached using the proven MOLLE system, which is securely sewn onto the back. A highlight is the included T-Lock system – this flexible mounting solution allows for attachment and removal with a 90° rotation
- The durable, soft-touch polyester material combined with textured synthetic leather in classic black gives this practical small-format bag a subtle yet elegant look
- Included: LegendGear accessory pouch, rain cover, installation instructions

Product Name	Item No.
LegendGear accessory bag	60730



CC 550/600 REAR PANNIER

- Introduced by Yamaha in 1982 for the XT550 and later also fitted to 600cc models, this bag has achieved cult status and fits perfectly on the XT with both our SLC side bag carrier and our spare fuel can holder
- Double-layer synthetic leather, 2-way zip, aluminum base plate with various mounting hole patterns

Description	Item No.
Replica rear bag	30048UNI
Reinforcement insert with screw rivets for the detailed design of the rear bag	30715



HEPCO & BECKER LUGGAGE RACKS

- Robust luggage rack with a sophisticated, internal double-tube construction, proven for decades
- Easy to install and a perfect fit; delivery includes all mounting parts and installation instructions
- Features a high-quality, impact-resistant plastic-coated surface
- Fits the XT500 only with the original exhaust and/or H&B luggage racks

Model	Version	Item No.
XT500 all	black	60041



HEPCO & BECKER LUGGAGE RACK

- Robust luggage rack with a sophisticated, internal double-tube construction
- Delivery includes all small parts and installation instructions
- **Note:** Adapter plates for the cases are always included with the case sets, not with the luggage rack
- With integrated luggage rack
- Only suitable for select H&B aluminum cases

Model	Version	Item No.
XT500-'85	black	60027
XT500'86-	black	60028



ACCESSORIES



"SIX DAYS" RACE NUMBER PLATE

- Classic-style rally accessories that perfectly integrate the headlight and elegantly wrap around the instruments
- Available with either a handcrafted Aluminium or plastic start number plate
- Ready-to-install set with black-coated stainless steel mounts, made in Germany
- Delivery includes two different stickers, small parts, and instructions
- Fits both the German headlight with chrome ring and the “Export” headlight. Adjustable tilt angle



XT500 up to model year 1979:

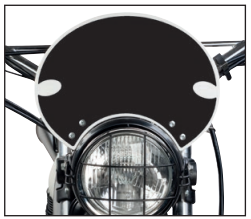
Version	Material	Item No.
For KEDO-Instrument Holder (41311-X, 41903)	Aluminium	60418A
	White plastic	60418W
	Yellow plastic	60418G
For Original Instruments	Aluminium	60404
	White plastic	60406W
	Yellow plastic	60406G

XT500 from model year 1980 onward:

Model	Material	Item No.
for KEDO-Instrument Holder (41311-X, 41903)	Aluminium	60413A
	White plastic	60413W
	Yellow plastic	60413G
for Original-instruments	Aluminium	60401
	White plastic	60405W
	Yellow plastic	60405G

Recommended race number size: approx. 80 mm (3 digits) to a max. of 130 mm (1 or 2 digits)

60412S



60412PD





You can find race number sets in two different designs in our online store

FAN SHOP



50 YEARS OF THE XT500

- We're celebrating 50 years of the XT500 with a wide range of merchandise featuring our colourful 1976 XT500 design by jaymake

Description	Item No.
T-shirt, Regular Fit, yellow, sizes M–XXL	**70069**

Description	Item No.
Poster, 4-colour digital print, 200 g/m², DIN A2	**82015**
Sticker, Ø 50 or 80 mm	**82016**
Fridge magnet, Ø 37 mm	**82017**
Pin, Ø 38 mm	**82019**
Postcard, DIN A6	**82018**

T-SHIRTS

- Made of 100% cotton, usually available in sizes M–XXL (for S/XXXL availability, see our online store)

Design and colour	Item No.
50 Years XT500, yellow (see left side)	70069
ONE KICK ONLY, white	70062
Thumper Parts, white or black	70063
The Holy Trinity	70068
XT500 Frontal, black	70043
XT500 Model Overview, white or black	70038
onekickonly, grey	70040





TUBE SCARF

- The new KEDO tube scarf featuring the iconic 500cc engine motif
- Made from breathable polyester, it provides reliable protection against wind and cold
- Worn as a neck warmer, headband, or head-scarf, it remains pleasantly light and flexible – a must-have for every ride

Description	Item No.
Breathable tube scarf	82001



KEDO TEAM APPAREL

- Headwear featuring the KEDO Parts 'N' Service logo for everyone who wants to live and show their passion, One Size Fits All

Design	Design	Item No.
Beanie/knitted hat with turn-up, Thinsulate lining	Embroidered	82003
Beanie/knitted hat made of double-layer micro-knit	Printed	82004
Beanie/knitted hat made of double-layer knit, ribbed material	Embroidered	82005
Cap, Velcro closure, grey	Embroidered	82006G
Baseball cap, Velcro closure, black	Embroidered	82006S











MUGS

- As a porcelain mug (0.3 L) for home use or a classic enamel mug with a stainless steel rim

Design	Porcelain Item No.	Enamel Item No.
XT500 Colour drawing, tank decoration & equipment by model year, 1976–1989	80107-Model Year	- - -
The Holy Trinity	80193	80194
XT500 stylized	80181	41577
500cc engine drawing	80179	41411
XT500 Paris-Dakar sketch		41576
XT500 red/blue stripes all around		41401
TT500 red/blue stripes all around		41479



KEY CHAIN

Model	Item No.
XT500 lettering, stainless steel	40925
Head gasket 500 cc, stainless steel	41265
XT500 red/black/white, soft vinyl	82008
KEDO Parts 'N' Service black/white, soft vinyl	82000
Wrench 10/13 mm, stainless steel	41176
XT-Buddy 5-in-1 tool, stainless steel	41931



METAL SIGNS

- A decorative touch for any workshop, garage, or hobby room! High-quality embossed metal sign
- Design with four embossed levels, creating a particularly three-dimensional effect
- Dimensions approx. 20 × 30 cm, four mounting holes

Motif	Item No.
XT500 since 1976	80162
XT500 St. Pauli Harbor	80163

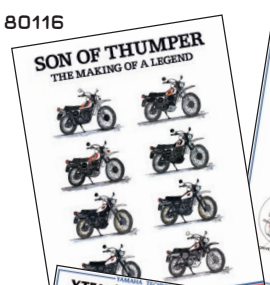


POSTER

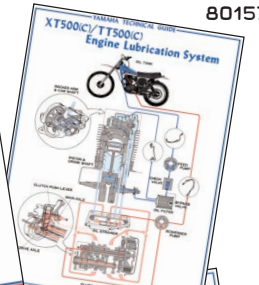
- Printed on poster paper, 4-colour digital print
- Portrait format 50 × 70 cm, shipped in a cardboard tube

Design and dimensions	Item No.
Son of Thumper, 50 × 70 cm	80116
Making of a Legend, 50 × 70 cm	80117
Motor TT/XT500C, 50 × 70 cm	80155
Oil Circuit TT/XT500C, 50 × 70 cm	80157
Service Points TT/XT500C, 50 × 70 cm	80156

80116

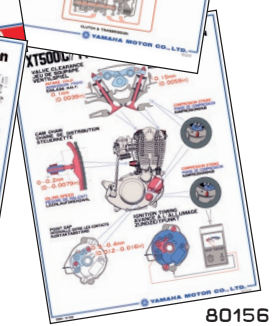


80157





80155



80156

STICKER

Design and dimensions	Item No.
Stylized XT500 from model years 1976–1989; black, silver, or white, 185 × 108 mm	80171–76S Model Year
Stylized XT500 from model years 1976–1989; black, silver, or white, 100 × 58 mm	80170–76S Model Year
XT500 Elite, 150 × 90 mm	80159
XT500 Yes, please!, Ø 50 or 80 mm	82010
50 Years XT500 Side Cover, 70 × 60 mm	82014



80171–BJ



80159



82010

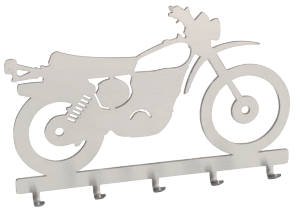


82014

KEY RACK

- Beautifully crafted, high-quality key rack made of laser-cut stainless steel. Delivery includes mounting hardware. Dimensions: 178 × 113 mm

Description	Item No.
Key rack/coat rack	80106





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Run down? I'll save it!

The XT500 isn't just the iconic, simple all-around motorcycle for your adventures. It's also an ideal candidate for a restoration.

Hardly any engine or motorcycle design is as well-documented.
Sourcing spare parts is relatively easy, not least thanks to us at KEDO.

We manufacture spare parts that Yamaha can no longer supply and develop practical accessories.

Embark on the adventure of an XT500 restoration with us. Build your own XT or TT500. The sense of accomplishment will reward you for every hurdle you have to overcome.

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You can count on our service.







Stefan Saak

The artist behind the wonderful illustrations of the XT500 on our catalog cover is Stefan Saak from Hamburg.

Stefan is a trained product designer, teaches drawing at Hanover University of Applied Sciences and Arts, and runs his channel @idrawyourride.

He's a mechanic himself, so interpreting the beauty of the XT500 artistically is second nature to him. His ink and watercolor renderings are masterful.

We will be offering Stefan's works in the "Gift Ideas" section of the KEDO Webshop.

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50 YEARS XT500

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