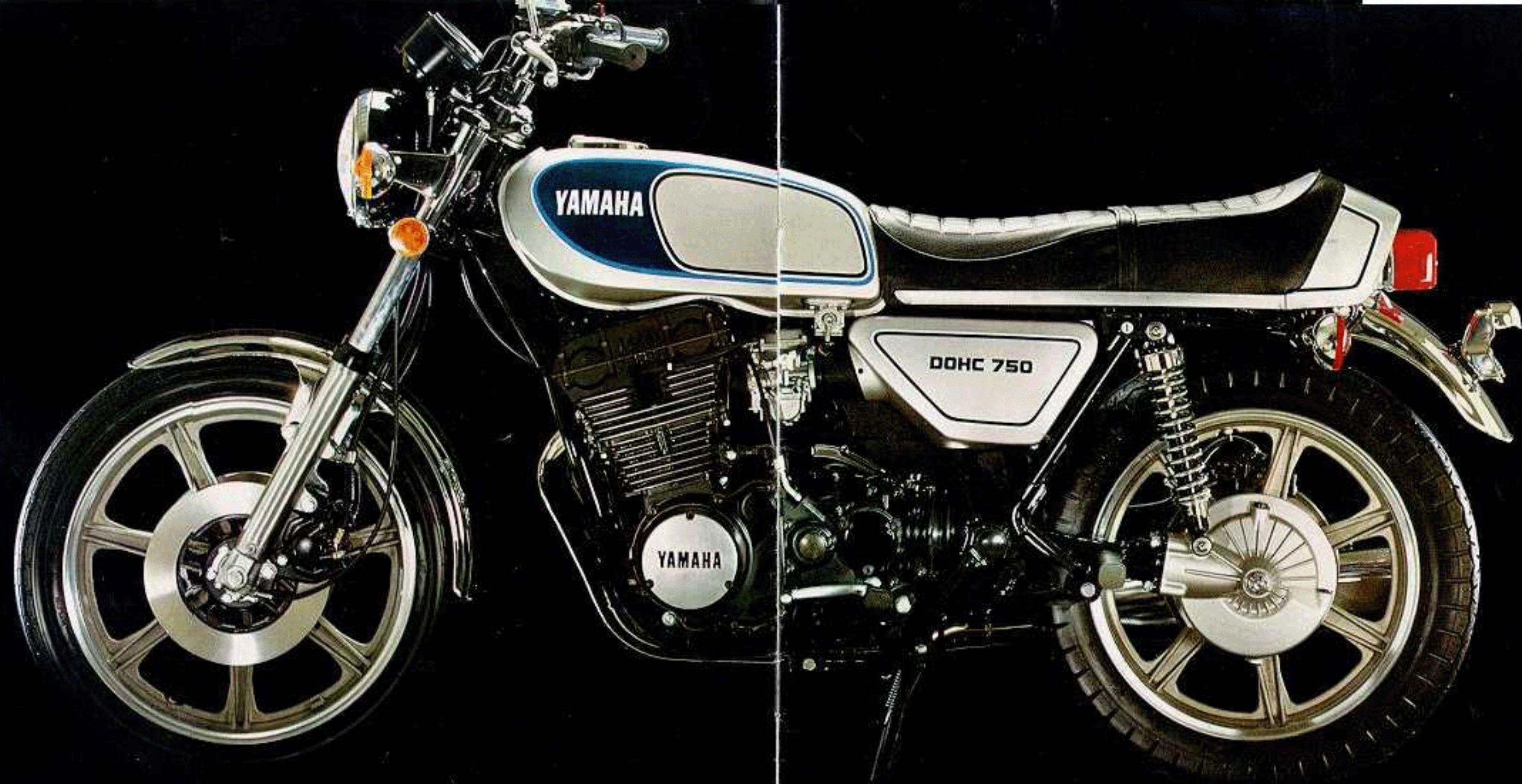


The Yamaha XS750

Yamaha International Corporation, 6600 Orangethorpe Avenue, Buena Park, California 90620



The new Yamaha XS750. It's not just another big motorcycle, nor is it just a fast, designed, from the frame up, for those who demand a well-powered and smooth one-dimensional machine. Rather, the XS750 is one of the few big motorcycles operating machine for their touring, commuting and the pure pleasure of riding.

The Shaft Drive DOHC triple reveals why there's no other motorcycle like the XS750.

The Dual Overhead Cam Triple.

The XS750's dual overhead cam triple is one of the most unique motorcycle engines in production. This transversely-mounted four-stroke triple displaces 747 cubic centimeters with a 68mm bore and a 68.6 mm stroke. The long stroke provides a high degree of low end torque, for acceleration and cruising. Yet the engine revs easily and develops a remarkable amount of useable power.

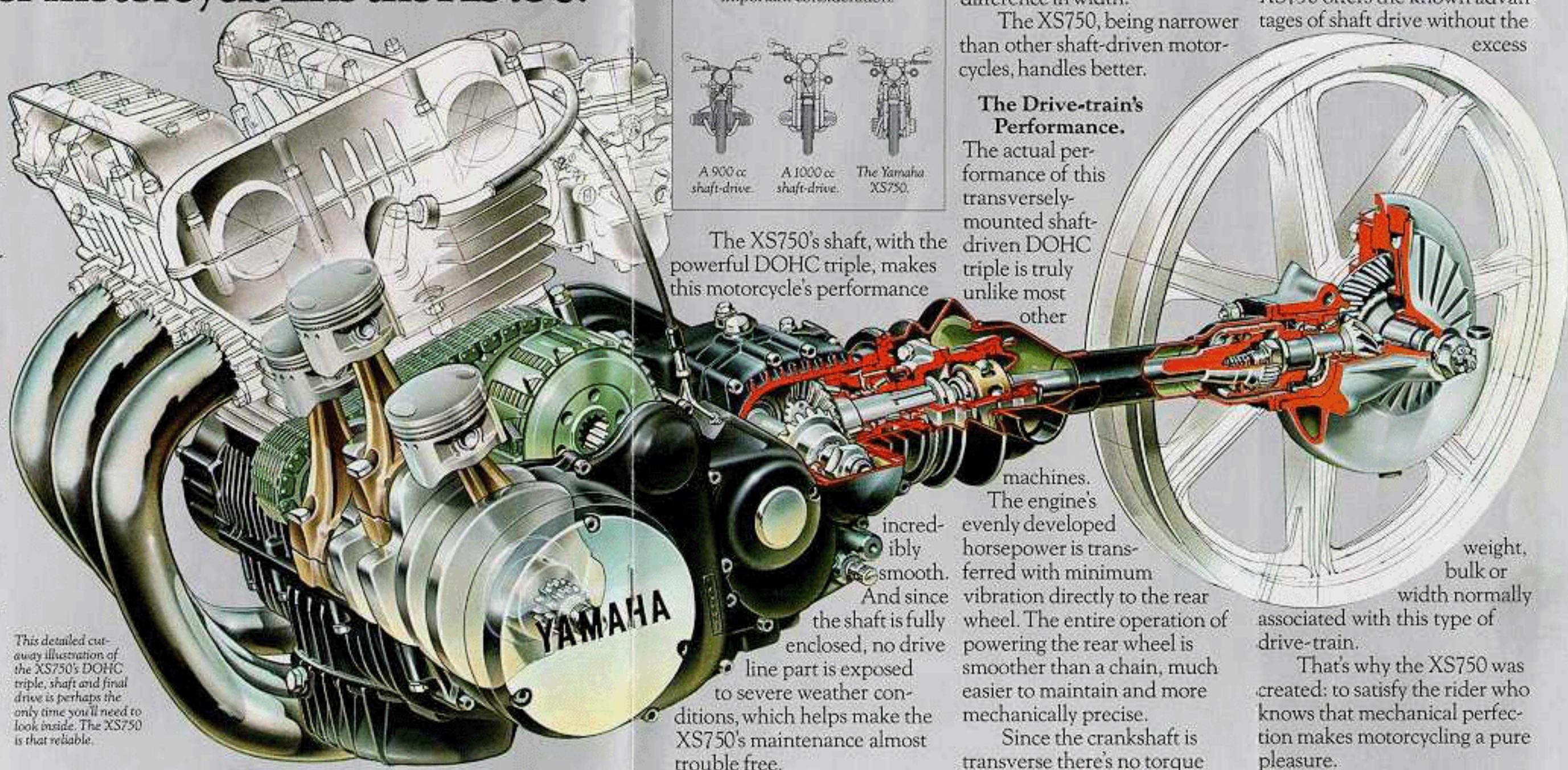
Each of the cylinders is efficiently fed by its own 34mm constant velocity Mikuni carburetor. And the engine runs with incredible smoothness because of the 120° crankshaft configuration (see illustration).

The crankcase is equipped with a Positive Crankcase Ventilation System to keep blow-by gases within the engine.

The Shaft Drive.

Obviously, it's the fully enclosed shaft drive which sets the XS750 apart from other motorcycles. And for good reason.

This detailed cut-away illustration of the XS750's DOHC triple, shaft and final drive is perhaps the only time you'll need to look inside. The XS750 is that reliable.



Width:
If a motorcycle didn't have to lean into turns, width would not be an important consideration.



A 900 cc shaft-drive. A 1000 cc shaft-drive. The Yamaha XS750.

The XS750's shaft, with the powerful DOHC triple, makes this motorcycle's performance

A comparison of the XS750 with two other shaft-driven motorcycles reveals a significant difference in width.

The XS750, being narrower than other shaft-driven motorcycles, handles better.

The Drive-train's Performance.

The actual performance of this transversely-mounted shaft-driven DOHC triple is truly unlike most other

machines.

The engine's evenly developed horsepower is transferred with minimum vibration directly to the rear wheel. The entire operation of powering the rear wheel is smoother than a chain, much easier to maintain and more mechanically precise.

Since the crankshaft is transverse there's no torque

reaction that's so common to other shaft drive motorcycles. So, in essence, the new Yamaha XS750 offers the known advantages of shaft drive without the excess

weight, bulk or width normally associated with this type of drive-train.

That's why the XS750 was created: to satisfy the rider who knows that mechanical perfection makes motorcycling a pure pleasure.

The advanced technology is obvious in every detail of the XS750.

The Cast Aluminum Wheels.

The most obvious innovation of the XS750, aside from the DOHC triple shaft drive, is the Yamaha cast aluminum wheels. These mag-type wheels are lighter than traditional spoked wheels, easier to maintain and much more rugged. And, the style they give the motorcycle is beyond dispute.

The Hydraulic Disc Brakes.

Yamaha's hydraulic disc brakes are justly famous, and certainly the XS750 is further proof of that. There are two hydraulic discs on the front forks, both mounted behind the fork tubes so there's minimum interference with steering characteristics. The rear disc is mounted opposite the shaft drive for balance. Undoubtedly, the braking capacity of these Yamaha discs would be more

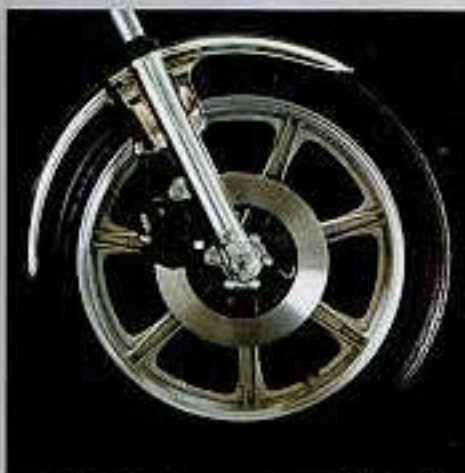
than adequate for a larger motorcycle than the XS750.

The Obvious Style.

While the mechanical perfection is the basis upon which a great motorcycle is built, style too is important. And certainly, the XS750, from its mag-type wheels up, is an extremely good looking bike. The seat and rear fender have been designed to form a unique, integrated unit. And the color, crystal silver, is distinctive, which will certainly make the XS750 one of the most noticed motorcycles on the road.

The Suspension.

The XS750's chassis, designed for this shaft-drive triple, is a modified duplex cradle for extra rigidity. The rake and trail of the front forks are positioned for sureness and comfort on long dis-



The brake calipers are mounted behind the fork tube for minimum interference with the steering characteristics.

tance touring. Likewise, the seating position and the seat have been designed for long distance touring comfort.

The Most Perfected Details.

The advanced technology which created the XS750 has been carried through to the smallest detail. The turn signals are automati-

cally self-cancelling, which means that they will turn themselves off after an appropriate lapse of time or an appropriate distance traveled. It's a safety innovation

as well as a convenience. And, if one of the XS750's headlight lamp filaments burns out, the other filament will be activated automatically, again a safety innovation which is quite convenient.

aluminum wheels, the graceful styling. Every feature and aspect of this motorcycle proves its uniqueness. The final proof will be your experience of the motorcycle itself.

Experience the XS750 first hand.

We would hope that the pleasure of reading about this extraordinary machine will lead to a test ride which your Yamaha dealer will certainly arrange.



When you know how they're built, you'll buy a Yamaha.