

XS750



Yamaha XS 750. The

While many motorcycles meet the touring enthusiast's demands, the XS750 exceeds them, with style. The dual overhead cam triple cylinder engine with shaft drive is widely acclaimed as a masterpiece. It offers you mechanical sophistication, ease of maintenance and the smoothness you'd expect in a great touring motorcycle.

Each XS750 comes with one-piece cast aluminum wheels. There is no tedious spoke tightening, no disconcerting wobble in the rims.

Possible fatigue from a long ride is minimized by the remarkable front

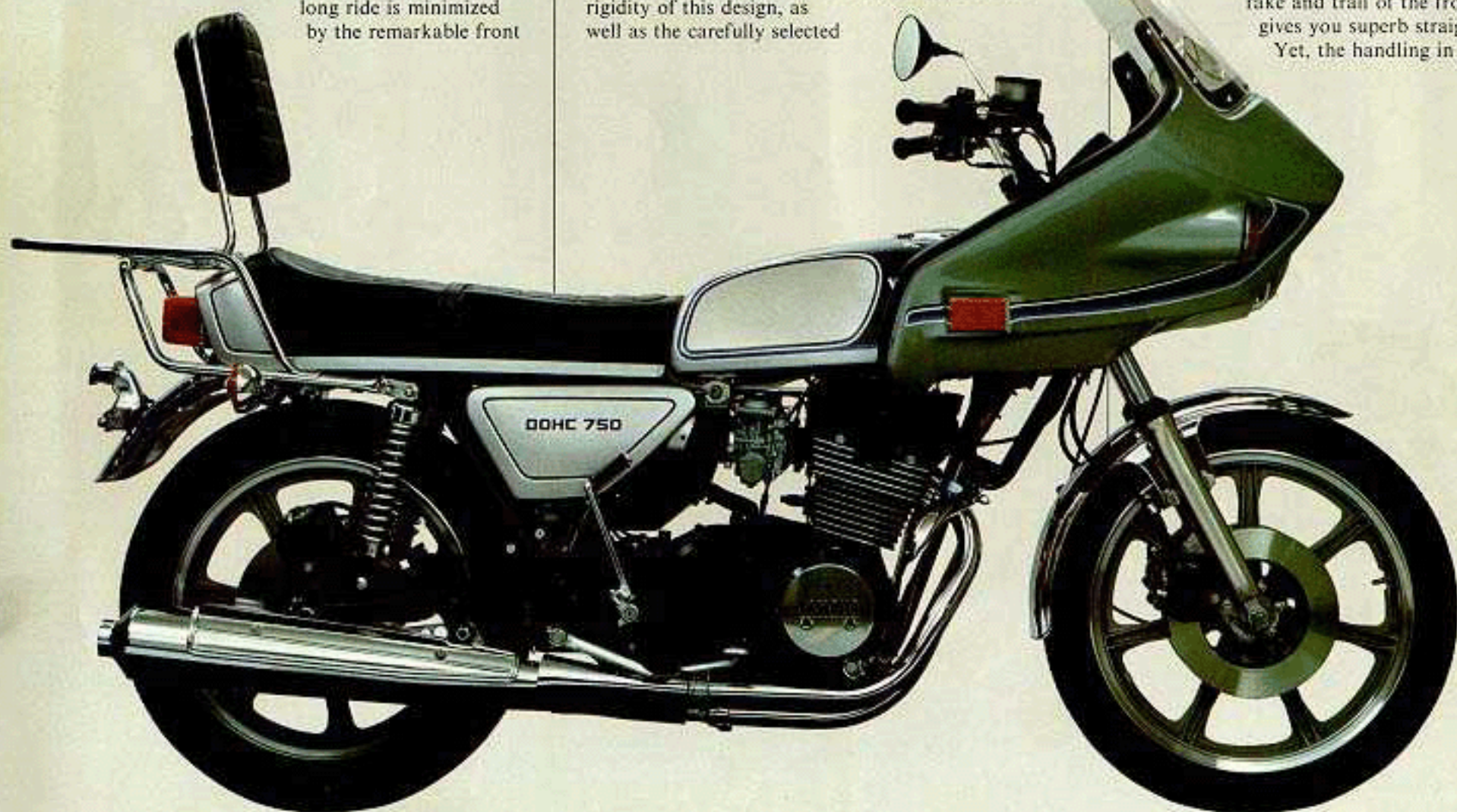
forks. They're nearly friction-free, so minor jolts are not transferred to your arms. And bump-absorbing two-rate fork springs help insure an ultra smooth ride over all types of road surfaces.

Yamaha hydraulic disc brakes are justly famous at race tracks as well as on the street. With the XS750, you get more of them than ever before; one at the rear wheel, two at the front. Brake fade is, naturally, almost nonexistent.

The chassis is a modified duplex cradle. The rigidity of this design, as well as the carefully selected



rake and trail of the front suspension, gives you superb straight line stability. Yet, the handling in turns is predictable



ultimate touring machine.



and surprisingly responsive.

Other special touring refinements: the headlight has two filaments. Should one

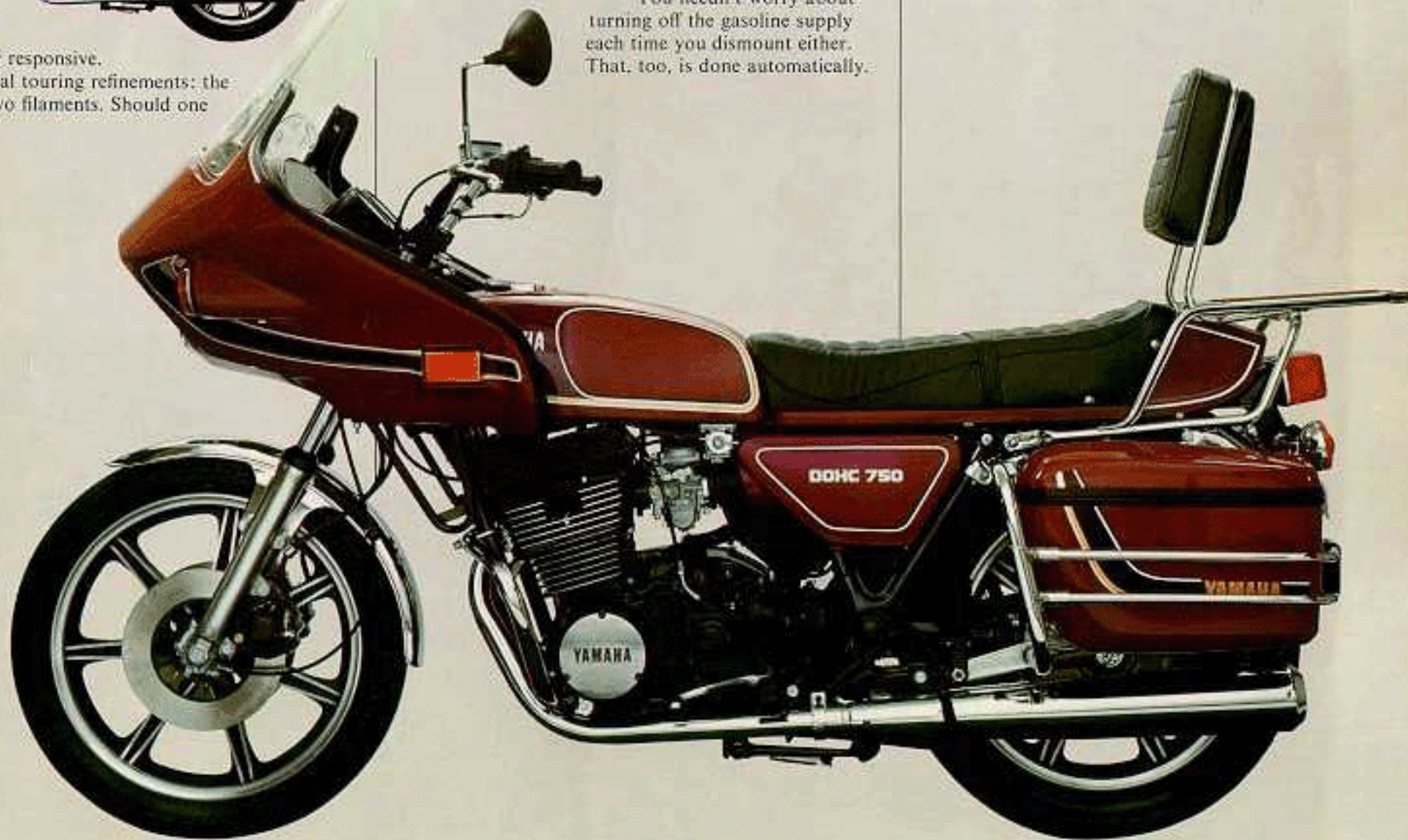
burn out, the other one lights up automatically. The taillight, with two bulbs, does the same.

Both the seating position and the seat itself have been created for exceptional comfort over extended periods in the saddle.

The turn signals are self-cancelling. After 10 seconds or 150 meters, whichever comes first, they switch off by themselves.

You needn't worry about turning off the gasoline supply each time you dismount either. That, too, is done automatically.

The list of quality features goes on. But as you can see, the Yamaha XS750 is truly a *tour de force*. For the touring rider, it is the ultimate.



Engineering:

The Engine

Nowhere will you find an engine/drive train unit with the unique sophistication of the Yamaha XS750.

For the sake of reliability, the very compact DOHC four-stroke tripple is simple in design. It features a long stroke which provides a high degree of low and mid-range torque for exceptional passing ability. Three 34mm constant velocity Mikuni carburetors add to the XS750's smooth, effortless acceleration.

A Positive Crankcase Ventilation System keeps blow-by gases in the engine, instead of in the atmosphere.

Double-walled exhaust headers help prevent engine noise from interfering with your riding pleasure.

The Shaft Drive

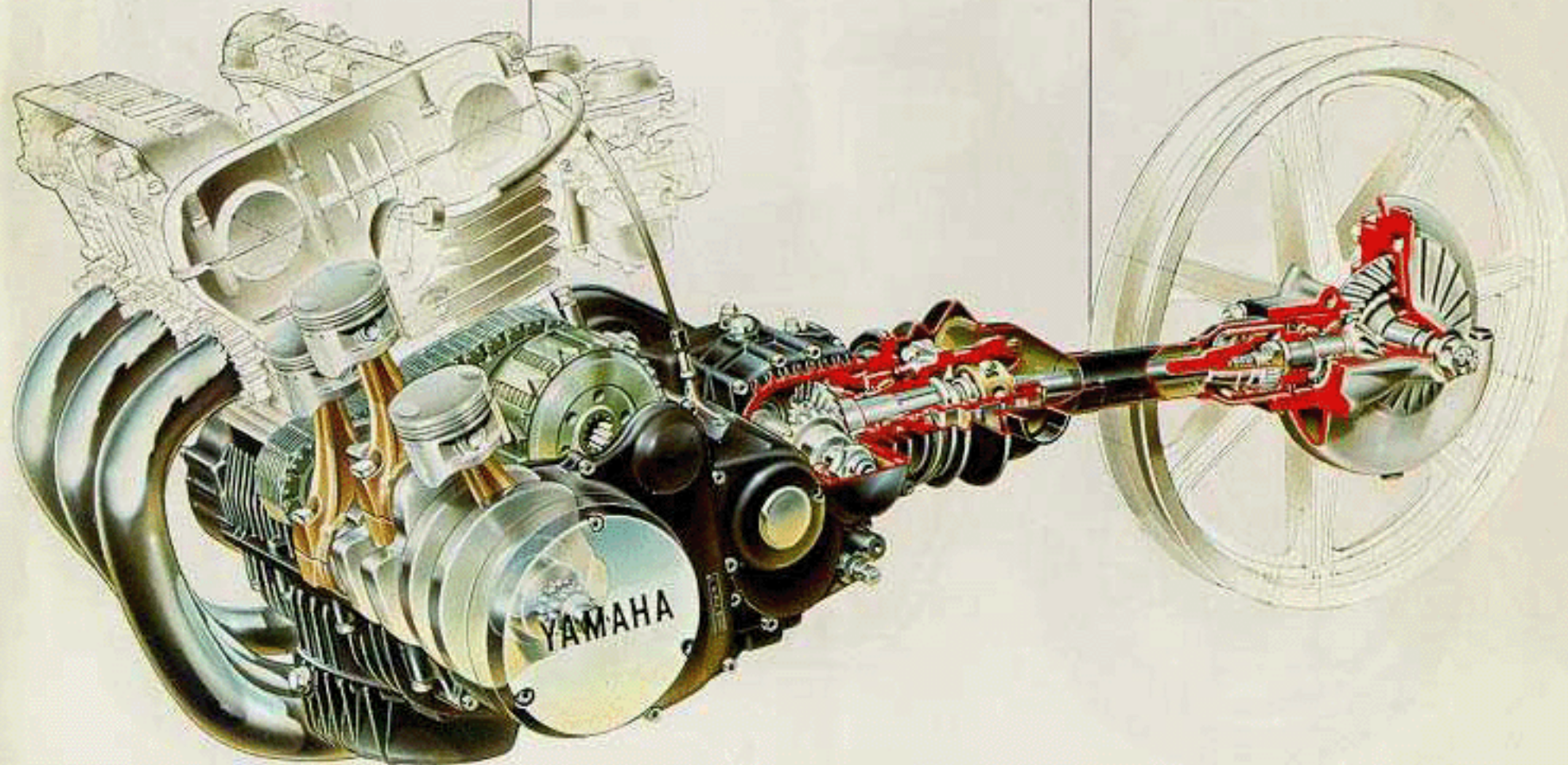
Annoying chain vibration isn't a problem on a Yamaha XS750. Because instead of a conventional chain, it has a smooth-running shaft drive.

This also means you never again have to adjust the rear wheel alignment. On the XS750, it remains perfect at all times.

The entire shaft drive system is enclosed, sealed off from the elements. So, maintenance is almost nil.

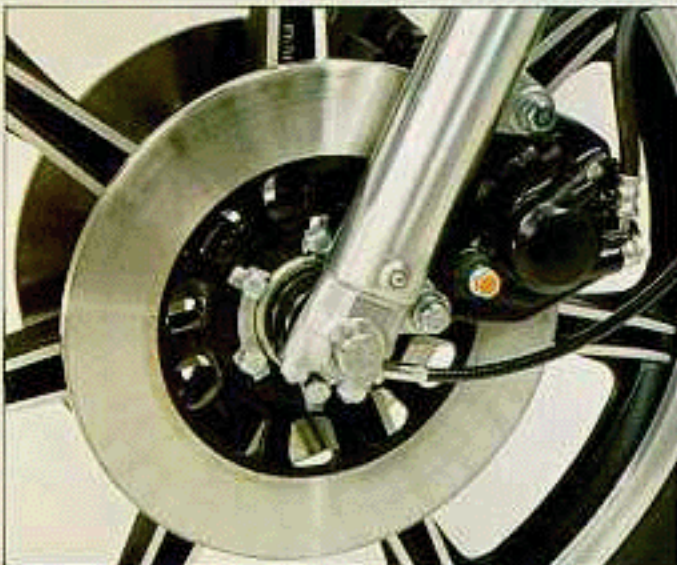
In contrast to other shaft drive machines, the XS750 is very narrow and much less bulky. So, it's easier to lean into turns and bends. Also, since the engine is transversely-mounted, there is no torque reaction, a problem inherent in other shaft drive motorcycles.

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

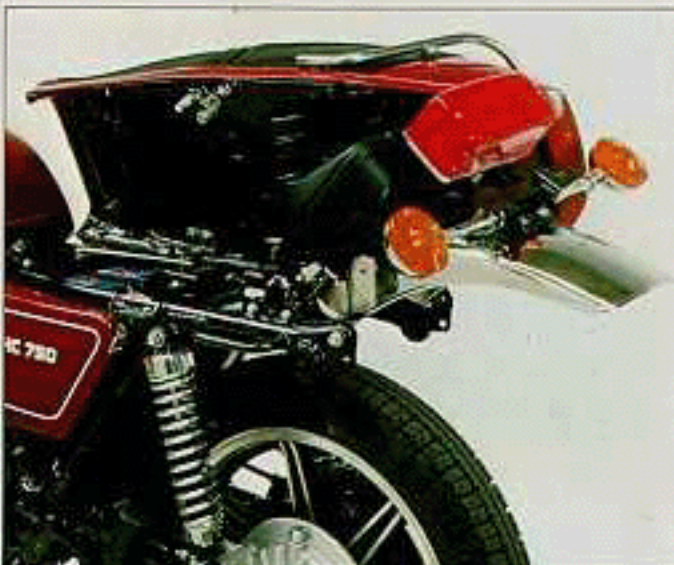


Features:

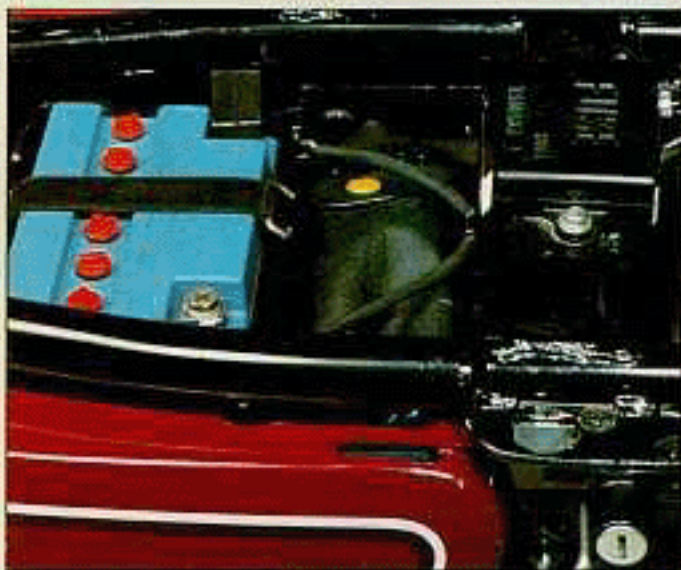
Dual hydraulic disc brakes are found at the front. Note, the brake calipers are positioned behind the fork tubes for minimum interference with the bike's handling characteristics.



The seat and rear fender are hinged to lift away for easy tire removal in case of a flat. This important feature is lacking on many so-called touring bikes.



A powerful hydraulic disc brake is also found at the rear wheel. The XS750's stopping power is incredible.



The XS750 is designed for easy owner maintenance. A very complete tool set is neatly hidden under the seat. The quick access fuse compartment has a separate fuse for each major circuit. There are no messy electrical wires visible anywhere.

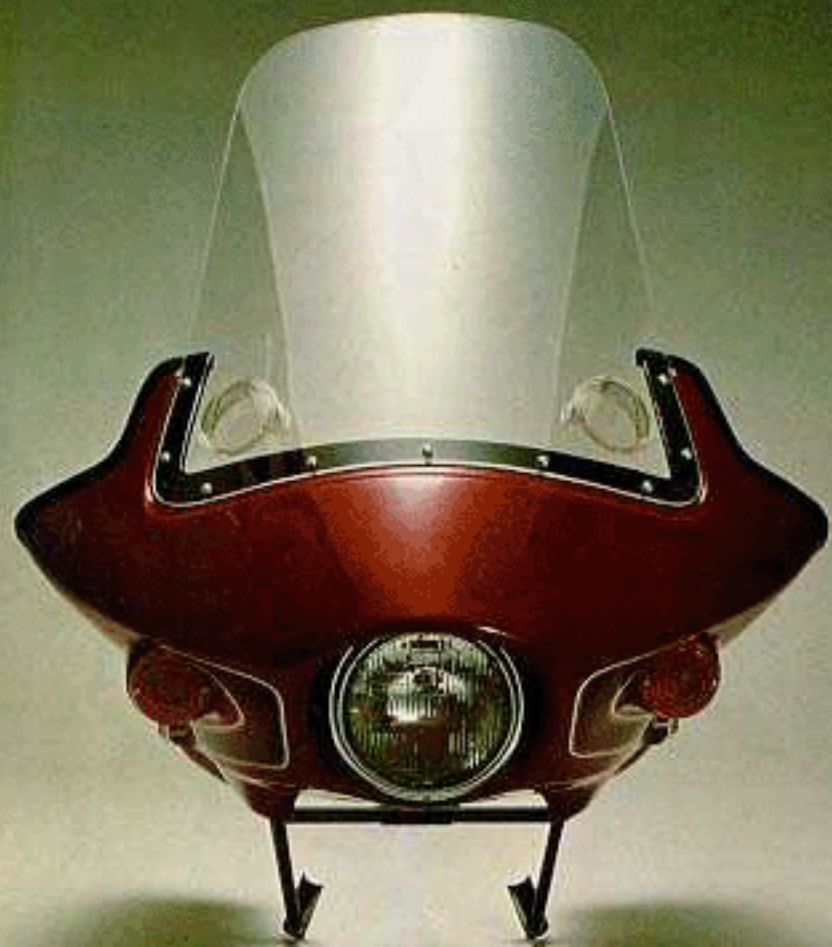


The instrumentation is the most complete, and the most logical, you are likely to find. A warning light even tells when a headlight filament has burned out. Unique, self-cancelling turn signals are standard.

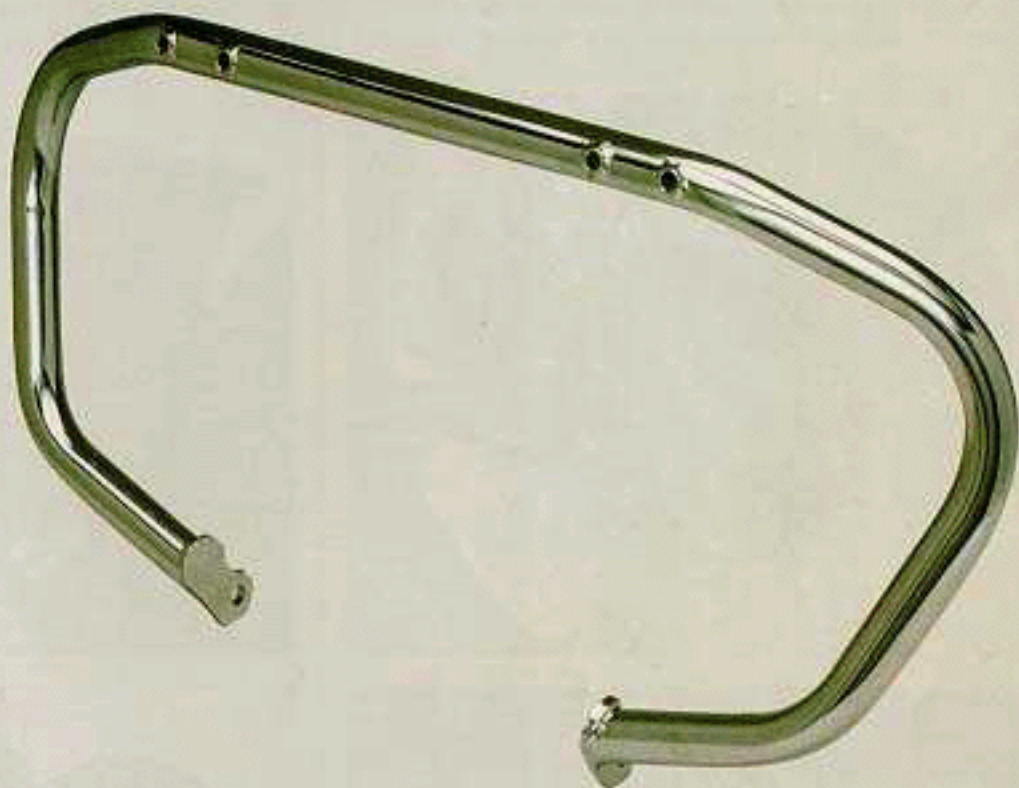


The attractive one-piece cast aluminum wheels eliminate tedious spoke tightening and wobble in the rims.

Accessories



The XS750 Touring Fairing features sturdy, yet lightweight monocoque construction. For maximum performance and strength it bolts directly to the motorcycle frame. You get two locking storage compartments and a choice of colors: Crystal Silver, Maxi Maroon, or Traditional Black, all with color-coordinated graphics.



Engine Guards have been created specifically for the XS750. They're dual nickel chrome plated to resist the elements. And, since all XS750 accessories have been designed to be an integral system, the Engine Guards can be used with our Touring Fairing.



Handsome fiberglass Saddle Bags complete the modern full-dress Yamaha XS750. Wrap-around, frame-mounted guard rails insure maximum Saddle Bag stability. The rear section comes out for quick, easy removal of the rear tire. Both compartments are low and close to the bike, rubber-sealed and fully lockable. Again, you have the same choice of colors as on the Touring Fairing.



A Luggage Carrier and Back Rest can be joined to form a single unit. The Carrier features teak wood highlights, inlaid vinyl strips and it pivots up to allow ready access items under the seat. For optimum passenger support, the Back Rest mounts rigidly to the Carrier, and it features a small zippered glove compartment. Both pieces are dual nickel chrome plated.

XS750

ENGINE

Type	4-stroke D.O.H.C. triple
Displacement	747 cc
Bore and Stroke	68 x 68.6 mm
Compression ratio	8.5:1
Maximum torque	43.4 ft.-lbs. @ 6,500 rpm
Carburetion	3) Mikuni 34 mm
Ignition	Battery
Starting	Kick & Electric
Lubrication	Wet sump
Transmission	5-speed

CHASSIS

Overall length	85.8" (94.1")
Overall width	32.9" (38.0")
Overall height	45.3" (46.7")
Wheelbase	57.7" (57.9")
Ground clearance	5.7" (5.5")
Dry weight	505 lbs. (511 lbs.)
Fuel tank capacity	4.5 gals. (4.5 gals.)
Oil capacity	3.7 qts. (4.0 qts.)
Suspension	
Front	Telescopic forks
Rear	Swing arm
Brakes	
Front	Hydraulic discs
Rear	Hydraulic disc
Tires	
Front	3.25 x 19
Rear	4.00 x 18

Specifications subject to change without notice.

* Differences in specifications for XS750 model with 3 into 2 muffler system are represented in parentheses.

Someday, you'll own a Yamaha.