

THINK OF IT AS A SPORTS CAR WITH TWO WHEELS.

Why does someone who wants to get from one place to another buy a

XS750 is downright exhilarating. Not to mention about \$25,000 less.

Porsche Carrera or a Ferrari instead of a nice, sensible station wagon?

Simple. It's more fun.

Now, take that logic a step further and you could end up right smack on the seat of the new Yamaha XS750. Because if a sports car is fun, the

*Five-way-adjustable shocks.
Three-way-adjustable forks up front.
Result: extraordinary handling.*



*The last word in shaft drive.
A constant-velocity u-joint
delivers smooth, even power.*

*A powerful 747cc, dual-over-
head-cam triple with super-
efficient "Type II" Mikuni
carbs, improved cam timing,
Transistor Controlled Ignition.*

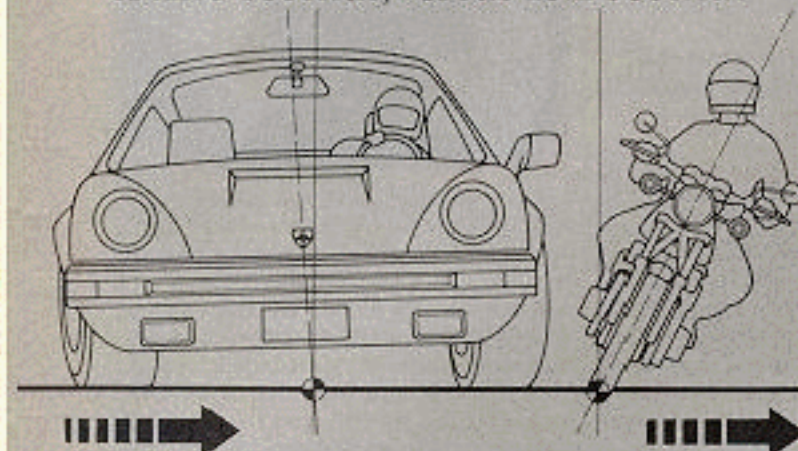
THE BIG THREE.

True, the Yamaha XS750 has but three cylinders to the Porsche's six. But

those three cylinders, ably assisted by dual overhead cams, electronic ignition and newly-designed "Type II" Mikuni carburetors give the 750 an incredible 9000 rpm redline.



As a result, the 750 can boast an official standing quarter-mile time of 12.8 seconds, versus 15.2 seconds



for the Porsche. (And an extremely efficient power-to-weight ratio of 10.3 lb/bhp versus 13.5 lb/bhp, if you're interested.)

YOU CAN HANDLE IT.

The XS750 is a lean and limber machine without a single ounce of unnecessary bulk. And it comes equipped with an uncannily responsive suspension system: five-way-adjustable rear shocks and new three-way-adjustable front forks.

All you have to do is lean it into a turn at speed on a winding canyon road to realize that the handling of

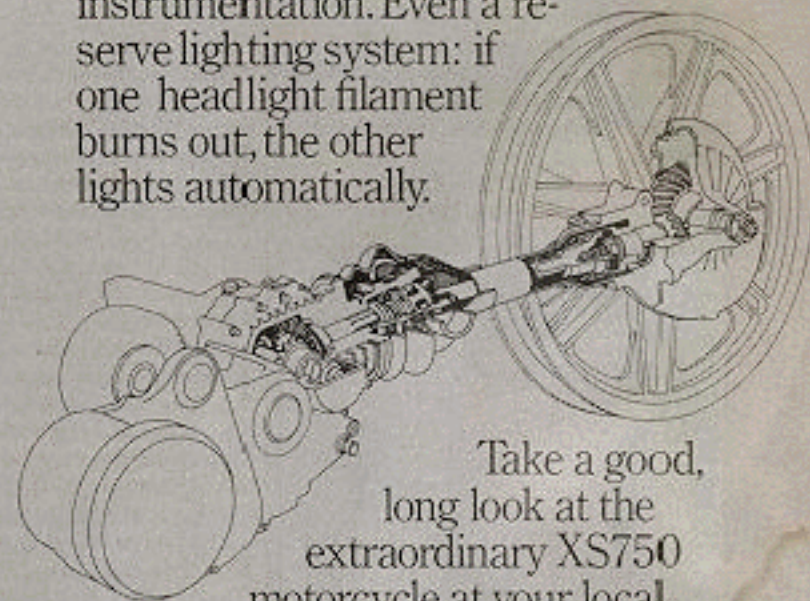
a fine motorcycle is a thrill no four-wheeled vehicle can match.

NO CHAIN, GANG.

Of course, with a motorcycle you might

expect comfort to go right out the window (if it had one). But, in fact, the 750 is about as smooth and quiet as anything on the road. Because its five-speed, constant-mesh transmission is hooked up to our fully-enclosed, state-of-the-art shaft drive, for a turbine-like power transfer.

As for the amenities, the XS750's got a bunch. Dual hydraulic disc brakes up front and one in the rear. Strong, lightweight cast aluminum wheels. Self-cancelling turn signals. Full instrumentation. Even a reserve lighting system: if one headlight filament burns out, the other lights automatically.



Take a good, long look at the extraordinary XS750 motorcycle at your local Yamaha dealer. If you still have trouble adjusting to the idea of not having four wheels, there is a solution.

Buy two XS750s.

YAMAHA

When you know how they're built.