

FZ750



Photo: prototype

- Four-stroke, in-line four-cylinder engine • Twin overhead camshafts • FIVE valves per cylinder • Direct-flow induction via steep downdraft carburation • Hydraulic clutch • 'Wide-cradle' chassis in square-section, high-tensile steel tubing
- Rising-rate Monocross suspension • Air-assisted forks with variable, self-adjusting compression damping • Triple ventilated disc brakes • Quick-steering, 16-inch front wheel

YAMAHA FZ750—GENUINELY THE ULTIMATE FOUR-STROKE.

Even our rivals have to admit that Yamaha build the ultimate two-strokes. After all, it's hard to argue with our multiple World Championships and road machines like the amazing RD500LC!

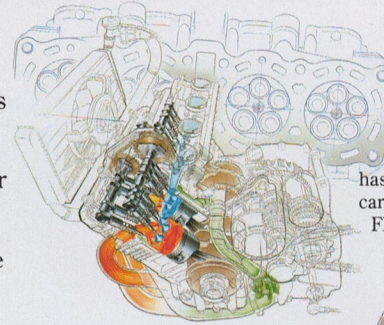
Now we've moved on to prove our mastery of high-performance four-stroke technology with the Yamaha FZ750, a machine that we genuinely believe to represent the ultimate in four-stroke engineering at this point in time.

No-one has gone so far down the four-stroke road as the Yamaha team which developed the FZ750 engine. Its 45-degree forward-inclined cylinders permit essential qualities of a superbike that no other conventional in-line four can offer: a low centre of gravity, centralised mass, equal front and rear weight distribution, straight intake and exhaust paths, plus a natural, sporty riding position.

For the optimum in cylinder head gas-flow efficiency we have gone to FIVE valves per cylinder — a step that not even the Formula One GP car teams have taken! And all our tests prove that the combination of triple inlet and double exhaust valves make all other configurations obsolete in terms of sheer power output. Near-vertical carburettors give direct-flow induction past the valves and a hemispherical combustion chamber plus unique concave piston crowns allow the highest possible compression ratio with maximum combustion efficiency.

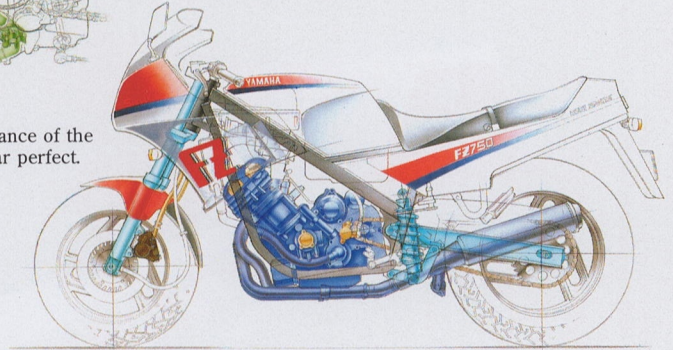
Net result is the most powerful 750cc four-stroke on the market in a chassis that uses every advantage provided by Yamaha's racing heritage.

The Yamaha FZ750 — genuinely, it's the ultimate four-stroke!



The amazing FZ750 engine has downdraft carburettors and FIVE valves per cylinder!

Weight balance of the FZ750 is near perfect.



SPECIFICATIONS	FZ750
Engine type	4-stroke, liquid-cooled, DOHC, 5-valve, four
Displacement.....	749 cc
Bore x stroke.....	68.0 x 51.6 mm
Ignition/starting.....	Transistor controlled/electric
Transmission.....	6-speed
Brakes (front/rear).....	Hydraulic double disc-disc
Tyres (front/rear)	120/80V-16-130/80V-18

Specifications subject to change without notice.

Lightweight half-fairing is wind tunnel-sculptured to combine aerodynamic efficiency with maximum rider comfort at speed. It is mounted directly onto the frame to eliminate weight inertia effect on the steering.

The large capacity tank incorporates the downdraft carburettor airbox at its front end. Fuel is carried at the rear, low down between the frame tubes to centralise its weight and so neutralise the effect on handling.

Racing-pattern, 'wide-cradle' chassis gives the most direct connection possible between steering head and swinging arm pivot. The 16-inch front wheel lowers front-end height to increase aerodynamic efficiency.

Air-assisted front forks have variable, self-adjusting compression damping which eliminates complex 'anti-dive' mechanism.

Powerful, fade-free braking in all conditions is provided by triple ventilated disc brakes with opposed-piston calipers and sintered metal friction pads.

Rising-rate Monocross rear suspension uses a single De Carbon-type shock absorber to control movement of box-section aluminium swinging arm. Programmed adjustment of damping and spring pre-load is featured.

Newly designed alloy wheels have extra-wide racing profile. Sizes of the V-rated tubeless tyres are 120/80-16 front and 130/80-18 rear. Nimble steering is combined with stability and superb traction in all attitudes.

The exceptionally narrow engine represents a new threshold of four-stroke technology. FIVE valves per cylinder with downdraft, direct-flow induction make it the most powerful 750cc machine on the road today.

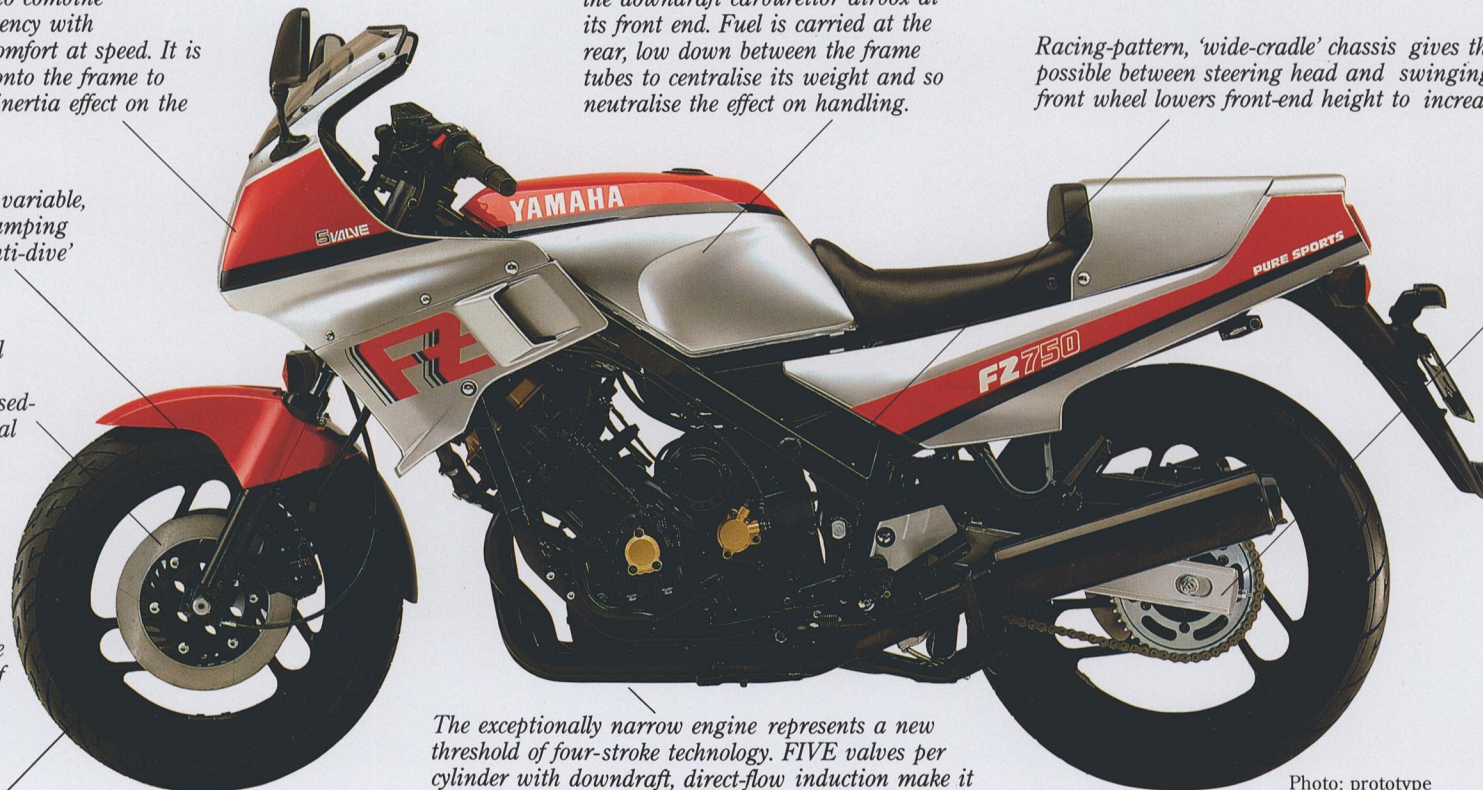


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