

XJ750R/XS400R



XJ750R

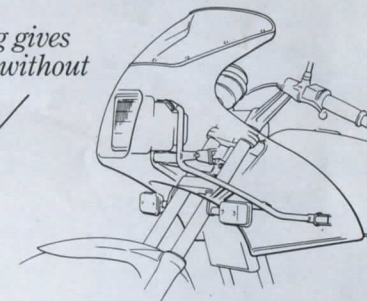
Rear Shocks: 5 way programmable Decarbon style rear shocks with separate reservoir provide excellent damping and rebound control.

Rear ventilated disc brake offers maximum stopping efficiency with excellent feel and response.

A quartet of 33mm Hitachi CV carburetors gives full and consistent performance.

New generation 749cc. D.O.H.C. engine produces 7 more horsepower thanks to larger carbs, enlarged valves, increased inlet port diameter and higher lift cams.

Frame mounted fairing gives excellent aerodynamics without effecting steering load.



Multi-element oil cooler provides consistent lubrication temperature even under heavy loading.

Front forks feature an integrated brace for maximum front end stability.



Lightweight shaft drive incorporates special dampers to minimize torque reaction.

5-speed gearbox with ratios chosen for quick off-the-line sporting acceleration combined with high speed/low rpm cruising potential.

Double opposed-piston front disc brakes are ventilated to provide direct cooling over the entire braking surface for the optimum in fade-free braking.

XS400R

The diamond frame design eliminates standard downtubes, for less bulk and weight, yet no loss of rigidity.

Low seat height and design for aggressive riding position.

Our race-proven, 6-way adjustable Monoshock rear suspension system resurfaces the road as you ride.

The (19.0l) 4.2 Imp. gal tank is sculptured so you can tuck in and ride as part of the machine.

With the handy electric starter, if you can lift a finger, you can start the Seca400.

Full instrumentation includes speedometer, tachometer, oil pressure gauge.

The patented Yamaha Induction Control System (YICS) ensures more complete combustion, for more power per stroke. More efficiency, too.

A gear-driven engine balancer makes the twin engine run nearly as smooth as a four.

A front disc brake delivers plenty of stopping power.

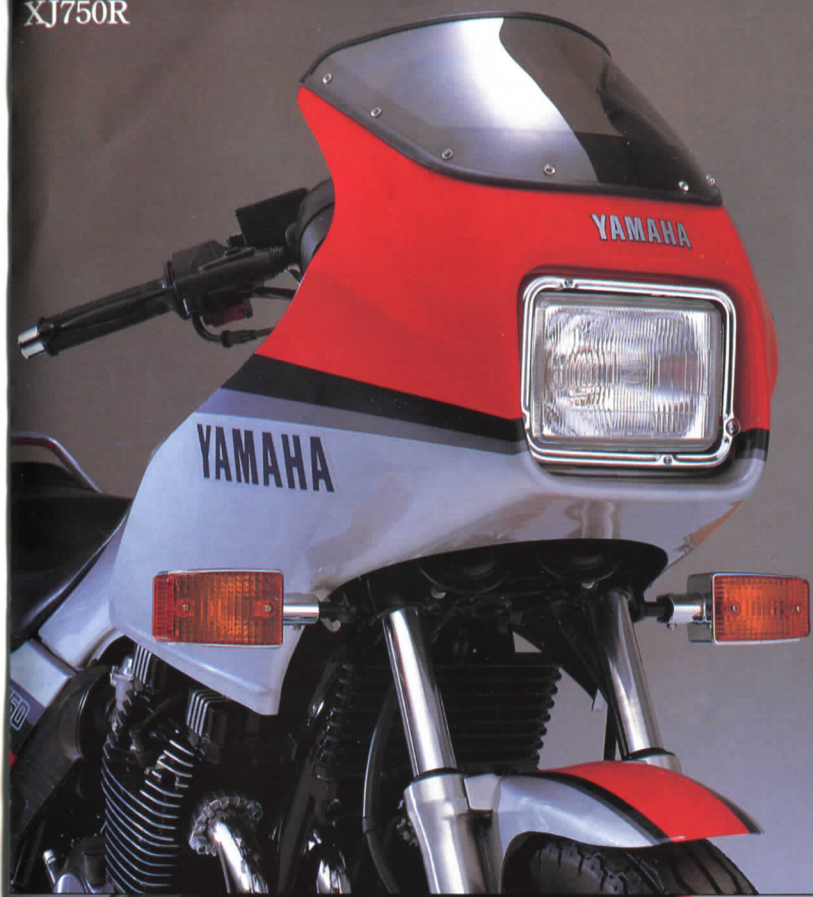
Geometric, cast wheels are designed so the Seca400 looks as fast as it is.

A six-speed, constant-mesh transmission gives you the ideal combination of gear and power for any riding situation.

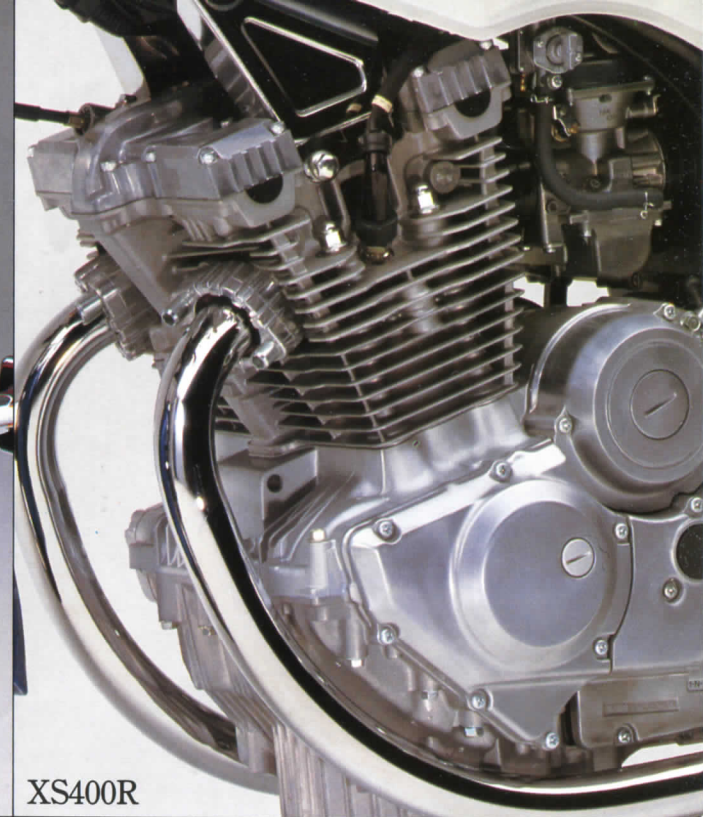
The 399cc, DOHC twin engine is narrow and also produces the highest horsepower output of any twin in its class.



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YAMAHA JUST CAN'T LEAVE WELL ENOUGH ALONE. INTRODUCING THE ALL NEW XJ750R.

When we changed the name from Seca to XJ, we changed just about everything else too. And all for the better.

This year no sports purist can argue with the XJ750R's improved corner carving capabilities and all out go-power. Even the most ardent chain drive fans.

Not since Yamaha perfected the shaft drive. The purpose was for maintenance freedom. The result is optimum neutral power transfer.

The XJ's pumped up 749cc DOHC in-line four power pack paid off Yamaha's redesigning efforts too, with a whopping 7 horses more over last year's model. Yet it remains the lightest and narrowest in its class.

So then we fine tuned the suspension and frame design to make even more of all that extra XJ power.

Adjustable twin shock rear suspension, braced front forks for improved handling, triple ventilated disc brakes with semi-metallic friction pads. And a new frame-mounted steering head fairing that's aerodynamically proven so you don't miss a beat of the XJ's exhilaration.

The all new, all powerful XJ750R.

Because when you refuse to leave well enough alone, a great bike becomes even greater.

EVERYTHING YOU KNOW ABOUT 400 PERFORMANCE JUST GOT BLOWN OFF THE ROAD.

Here's the 400 that performs right out of its class. The Yamaha XS400R.

It weighs in at 170kg, but don't be fooled. The XS400R's no lightweight.

Yamaha's aggressive 399cc DOHC in-line twin with YICS hammers out power to transform that feather weight into a gutsy, power loving bike that's nimble, responsive and capable of doing remarkable things in tight corners.

With an engine that cocky only constant mesh six speed transmission could provide the fast, positive shifting to match Yamaha performance standards. The XS400R's got it.

What's more, it's got transistorized ignition with electronic advance for trouble free, reliable starts.

And that dynamic European sports styling is as purposeful as it is stunning. Racy, square spoked wheels for lightweight strength, lower handlebars and a long sculpted tank to improve the lean profile and contoured seating to give you a more aggressive mount that's low to the centre for a big manoeuvrability plus. And Yamaha's celebrated Monoshock suspension system with a triangulated swing arm that eliminates rear wheel flex so you get greater handling precision.

Where else can you find such a complete performance package in the XS400R's class?

You can't.



ENGINE	XJ750R	XS400R
Type.....	4-Stroke, DOHC, Four	4-Stroke, DOHC, Twin
Displacement	749 cc	399 cc
Bore and Stroke	65×56.5 mm	69×53.4 mm
Compression Ratio	9.8 : 1	9.5 : 1
Maximum Torque	6.4 kg-m (46.3 ft.-lbs.) @7,000 rpm	3.2 kg-m (23.1 ft.-lbs.) @8,000 rpm
Carburetion.....	Four Hitachi HSC33	Twin Mikuni BS34
Ignition	Transistor Controlled	Transistor Controlled
Starting	Electric	Electric
Lubrication	Wet Sump	Wet Sump
Oil Capacity	3.6 l (3.2 Imp. qts.)	2.8 l (2.5 Imp. qts.)
Transmission	5-Speed	6-Speed
CHASSIS		
Overall Length	2,190 mm (86.2")	2,060 mm (81.1")
Overall Width.....	735 mm (28.9")	730 mm (28.7")
Overall Height	1,245 mm (49.0")	1,125 mm (44.3")
Wheelbase	1,480 mm (58.3")	1,370 mm (53.9")
Ground Clearance	150 mm (5.9")	145 mm (5.7")
Seat Height.....	790 mm (31.1")	790 mm (31.1")
Dry Weight	218 kg (481 lbs.)	170 kg (375 lbs.)
Fuel Tank Capacity	22 l (4.8 Imp. gals.)	19 l (4.2 Imp. gals.)
Suspension		
Front	Telescopic Fork	Telescopic Fork
Rear	Swingarm	Swingarm with Monoshock
Brakes		
Front.....	Dual Ventilated Discs	Single Disc
Rear	Single Ventilated Disc	Drum
Tires		
Front.....	100/90V-18	3.00-18
Rear	120/90V-18	4.10-18
Coloring	Quartz Silver/Stormy Red	Sparkle Red, Pacific Blue

Always wear a helmet and eye protection. Specifications are subject to change without notice. Rear view mirror(s) standard equipment.

STEINBACH AIRCOOLED SERVICE (1974,
HWY. 52 EAST, PH. 326-9397

YAMAHA
THE WAY IT SHOULD BE.™