

# RZ500



•Seat Cowling is optional equipment.

# EVEN IF YOU'RE NOT RACING, YOUR PULSE WILL BE.

If Yamaha's newest entry to the 2-stroke sport class looks familiar, don't be surprised. The RZ500 is a true replica of Kenny Roberts' YZR500, 6 time Grand Prix winner in the 1983 World Championship series. A road going supersport machine that firmly plants Yamaha at the top of 2-stroke construction.

*Frame mounted full fairing was wind tunnel designed to protect the rider while increasing top speed and fuel efficiency.*

*Sturdy 37mm front forks permit 140mm wheel travel. Aluminum alloy fork brace for even more lateral rigidity, increased front end stability.*

*Opposed-piston ventilated dual discs with semi-metallic pads exert powerful stopping force on 16 inch front wheel. Adjustable anti-dive system prevents excessive forward weight transfer for better steering during braking and higher rear-end braking efficiency.*

The RZ's compact, lightweight, V-4 2-stroke engine is simply the most powerful motor ever produced in its class, gifted with performance capabilities of rivals twice its size.

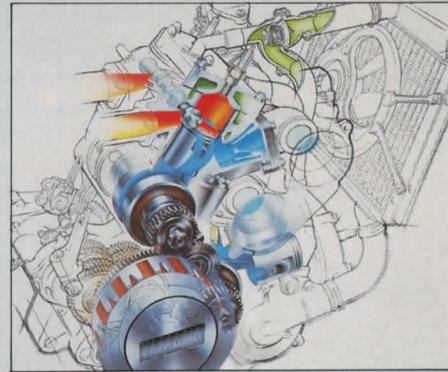
Predictable, precise handling comes from the race-bred chassis with Monocross rear suspension, and front forks with anti-dive.

Yamaha's RZ500. Championship race technology for the first time in a superbly tractable street machine.

*Clip-on handlebars and triple-meter console with central tach attest to RZ500's uncompromising sporting intent.*

*Six-speed gearbox features compact TZ shifter mechanism, anti-backlash gear design, multiplate clutch and pressurized lubrication.*

*Wide geometry box section frame provides easy engine access, lower fuel tank mounting, and superb strength and rigidity. Not surprising, considering its similarity to Kenny Roberts' YZR500 GP bike.*



*Liquid cooled 492cc V-4 two-stroke produces outstanding horsepower. Combined with an unprecedented power band, thanks to electronically controlled Yamaha Power Valve System (YPVS). Four centrally mounted 26mm carburetors supply the 50 degree V-4 through reed valve Torque Induction System. Double lubrication system teams updated Autolube and rev-responsive auxiliary pump that prevents lube starvation during down shifts.*

ENGINE	RZ500N
Type .....	2-Stroke, Liquid Cooled, YPVS, V-4
Displacement .....	492 cc
Bore and Stroke .....	56 x 50 mm
Compression Ratio .....	6.4 : 1
Maximum Torque .....	N.A.
Carburetion .....	Four Mikuni VM26SS
Ignition .....	Capacitor Discharge
Starting .....	Kick
Lubrication .....	Autolube
Transmission .....	6-Speed
CHASSIS	
Overall Length .....	2,080 mm (81.9")
Overall Width .....	670 mm (26.4")
Overall Height .....	1,145 mm (45.1")
Wheelbase .....	1,375 mm (54.1")
Ground Clearance .....	145 mm (5.7")
Seat Height .....	780 mm (30.7")
Dry Weight .....	N.A.
Fuel Tank Capacity .....	23 l

(5.1 Imp. gals.)

Oil Tank Capacity .....2 l (1.8 Imp. qts.)

Suspension

Front.....Telescopic Fork

Rear .....Swingarm with Monoshock

Brakes

Front.....Dual Ventilated Discs

Rear .....Single Ventilated Disc

Tires

Front.....120/80V-16

Rear .....130/80V-18

Coloring .....Chappy Red/White

Always wear a helmet and eye protection.

Specifications are subject to change without notice.

*Forged alloy Monocross linkage connects box section aluminum swing arm to single De Carbon shock mounted horizontally under engine. Both damping and preload are adjustable for variable rising rate suspension through 120mm of rear wheel travel. Wide swing arm will accommodate racing tires of up to 130/80 profile.*

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