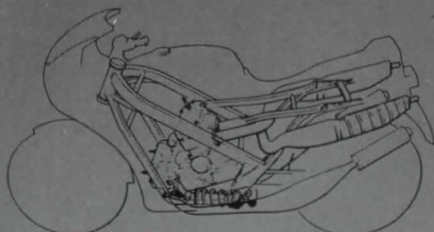


RZ350R/500



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RZ500

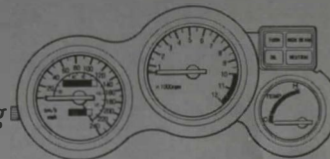


4 into 1 into 2 exhaust system follows exactly the same routing as YZR500 Grand Prix racer, permits an incredible 52 degree lean angle.

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

Sculpted G.P. type fuel tank boasts impressive 22l (4.8 Imp. gals.) and knee cutaway contours for tucked-in straightaway speed.

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



Sturdy 37mm front forks permit 140mm wheel travel, with quick adjustable spring preload and damping. Aluminum alloy fork brace for even more lateral rigidity, increased front and stability.

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



Large diameter ventilated opposed-piston rear disc provides perfectly co-ordinated stopping power to match RZ500 dual front discs.

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

Massive V-rated tire on 16 inch rim provides large contact patch for superb grip while lowering frontal profile and minimizing unsprung weight.

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RZ350R

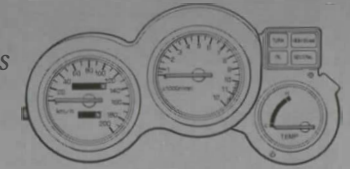
Aluminum cast wheels let the RZ accept wider profile tires. 90/90-18 up-front. 110/80-18 in the back. Gives you better handling on the track and on the road.

Opposed piston calipers for positive feel and fade free braking.

TZ style wide double cradle frame is rigidly triangulated for precise handling.

Large 20 litre racing style fuel tank carries bulk of fuel low for lower centre of gravity.

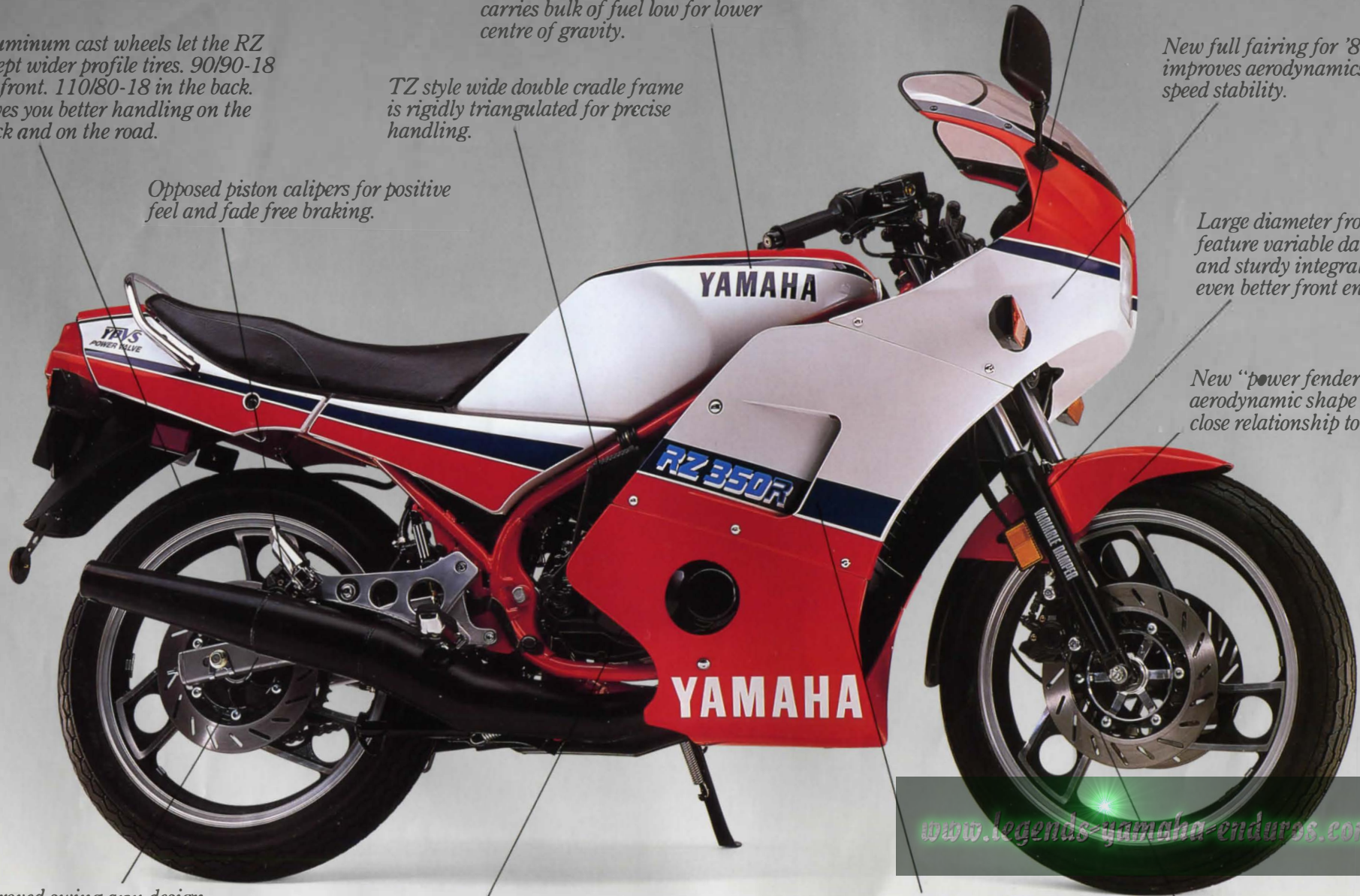
Competition style triple gauge instrument panel, a fast look gives you engine RPM, speed and engine temperature.



New full fairing for '85 RZ350 improves aerodynamics and high speed stability.

Large diameter front forks now feature variable damping control and sturdy integral fork brace for even better front end stability.

New "power fender" design's aerodynamic shape emphasizes close relationship to RZ500.



Improved swing arm design incorporates full length box section tubing for increased strength and needle bearing pivot for optimum compliance.

6-speed close-ratio transmission to make the most of the RZ's incredible engine.

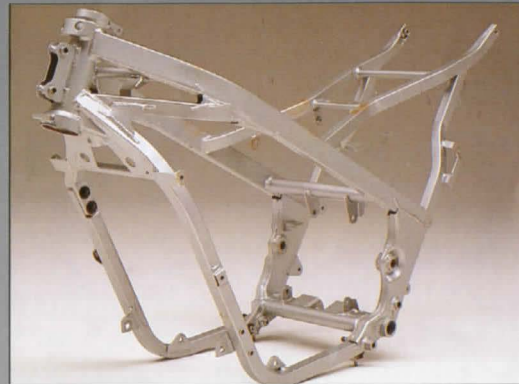
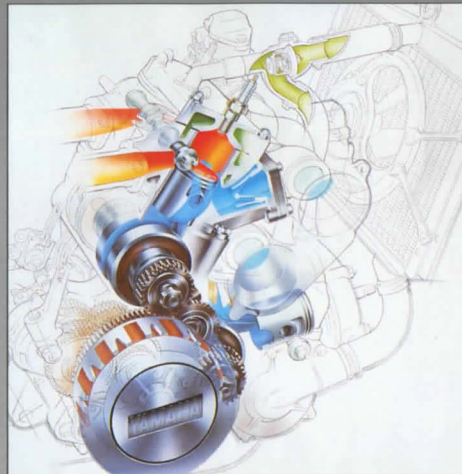
Yamaha's Power Valve System. Micro-processor controlled for maximum high speed power output together with maximum midrange torque.

Slotted double disc front brakes now utilize opposed piston calipers for maximized braking efficiency.

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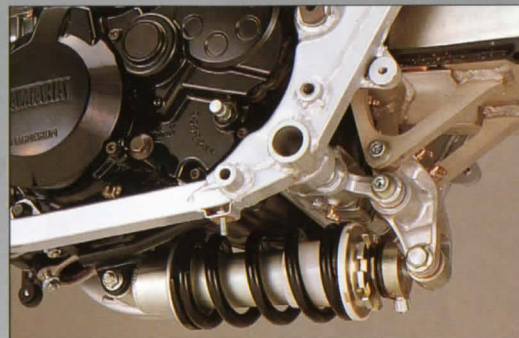
50° liquid-cooled 499cc V-4 two-stroke delivers unmatched power for its class. The twin crank engine design houses side-mounted 4×26mm Mikuni carburetors and uses Y.P.V.S. to carry its exhilarating power band over the widest r.p.m. range possible.

Race-bred to lead the pack, the RZ500 engine is the ultimate production 2-stroke with durability built into the overall design. A more sophisticated autolube system is linked to the Y.P.V.S. servo-motor rather than the throttle to exactly meter oil injection to exact engine r.p.m.'s even during hard deceleration.



Square section steel frame employs a widely spaced double cradle design with hefty bracing at the steering head and swing arm pivot. The lower right frame section removes to allow easy engine access.

Large faced, fairing mounted instruments feature a central electronic tachometer to give performance information in a glance.



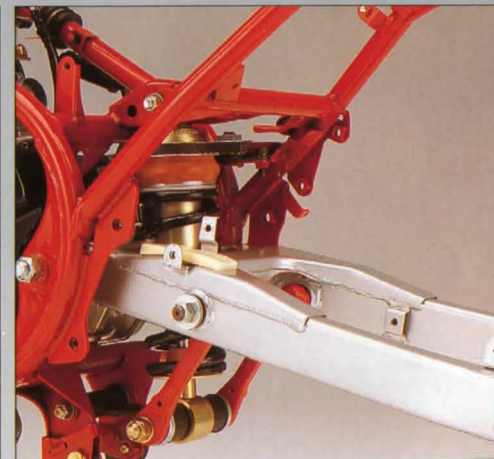
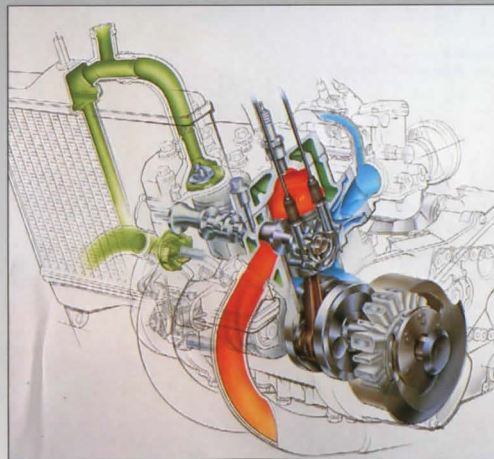
Decarbon-type single shock mounts horizontally beneath the motor to keep centre of gravity as low and as central as possible. Forged alloy linkage provides rising rate properties with 120mm of travel adjustable for preload and damping.

The illustrious track record of the RZ350 begins with the proven performance of its 374cc two-stroke twin.

Liquid-cooled for even running with maximum durability, the RZ350 engine is famous for going longer and stronger than competition twice its size.

The Yamaha Power Valve System raises and lowers exhaust port timing in accordance with engine r.p.m.'s to deliver ultimate high speed power without sacrificing midrange torque.

With features like 6-speed transmission and C.D.I. ignition, the RZ-350 is as street-wise as it is track ready.



The rising-rate monocross suspension provides the right progressive action for varied surfaces and riding usage. 5 way adjustment is possible by simply turning the remote control adjuster. The lightweight monocross suspension system works together with the new square section swing arm to give the most positive rear wheel tracking ever.



Front dual disc brakes employ opposed piston calipers for 1985, as does the single rear disc brake. These high efficiency calipers give even better braking performance than ever before.



If you want more bike, you'll need a track to ride it on.

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Until now, you had to ride for a living to ride bikes like these. The RZ500 and the RZ350 are virtually grand prix racers made legal for street use. They are the most uncompromising performance motorcycles ever offered to the public.

Yet, while their full potential obviously can't be realized except on a track, their precise handling, braking and superb road-holding make them the ultimate street bikes for experienced riders.

The RZ500 flies at your command through a rocket-like V-4 liquid cooled 2-stroke with awesome horsepower and torque in very compact dimensions.

Its close-ratio six-speed transmission is derived from Yamaha's championship road racers for light, quick responsive action. Brakes are the same triple, ventilated disc type first developed for Formula One race cars.

The RZ's 500's suspension, fairing and frame geometry add up to a low, central centre of

gravity, great strength and rigidity and very stable, predictable handling.

Like its bigger brother, the RZ350 features Yamaha's Power Valve System, the incredible patented power-booster that's blasted it right out of its class. The thrust you feel from 7,000 through 11,000rpm will make you think of bikes twice the size.

But it corners like something else.

Wide-spaced frame tubes and rigid triangulation make for

impeccable handling that's further enhanced by light Monocross rear suspension and ultra-positive dual front, single rear brakes. A slim chassis design permits lean cornering angles of near 50°.

The RZ500 and the RZ350 are built to show the competition no pity on the track, but they perform with the best of manners around town.

If you want to see what the other guys are doing in the face of all this, it's easy.

Just look over your shoulder.



| | | | |
|-------------------|--|--------------------|-------------------------|
| ENGINE | RZ500N | Wheelbase | 1,375 mm (54.1") |
| Type | 2-Stroke, Liquid Cooled, YPVS, V-Four | Ground Clearance | 145 mm (5.7") |
| Displacement | 499 cc | Seat Height | 780 mm (30.7") |
| Bore and Stroke | 56.4 x 50.0 mm | Dry Weight | 180 kg (397 lbs.) |
| Compression Ratio | 6.6 : 1 | Fuel Tank Capacity | 22 l (4.8 Imp. gal.) |
| Maximum Torque | 6.9 kg-m (49.9 ft.-lbs.) @8,500 rpm | Oil Tank Capacity | 2.0 l (1.8 Imp. qt.) |
| Carburetion | Four Mikuni VM26SS | Suspension | |
| Ignition | Capacitor Discharge | Front | Telescopic Fork |
| Starting | Kick | Rear | Swingarm with Monoshock |
| Lubrication | Autolube | Brakes | |
| Transmission | 6-Speed | Front | Dual Ventilated Discs |
| CHASSIS | | Rear | Single Disc |
| Overall Length | 2,085 mm (82.1") | Tires | |
| Overall Width | 705 mm (27.8") | Front | 120/80V 16 |
| Overall Height | 1,145 mm (45.1") | Rear | 130/80V 18 |
| | | Coloring | Chappy Red/White |

| | | | |
|-------------------|--|--------------------|-------------------------|
| ENGINE | RZ350RN | Wheelbase | 1,385 mm (54.5") |
| Type | 2-Stroke, Liquid Cooled, YPVS, Twin | Ground Clearance | 165 mm (6.5") |
| Displacement | 347 cc | Seat Height | 800 mm (31.5") |
| Bore and Stroke | 64 x 54 mm | Dry Weight | 148 kg (326 lbs.) |
| Compression Ratio | 6.0 : 1 | Fuel Tank Capacity | 20 l (4.4 Imp. gal.) |
| Maximum Torque | 4.5 kg-m (32.6 ft.-lbs.) @8,500 rpm | Oil Tank Capacity | 1.6 l (1.4 Imp. qt.) |
| Carburetion | Twin Mikuni VM26 | Suspension | |
| Ignition | Capacitor Discharge | Front | Telescopic Fork |
| Starting | Kick | Rear | Swingarm with Monoshock |
| Lubrication | Autolube | Brakes | |
| Transmission | 6-Speed | Front | Dual Slotted Discs |
| CHASSIS | | Rear | Single Slotted Disc |
| Overall Length | 2,095 mm (82.5") | Tires | |
| Overall Width | 690 mm (27.2") | Front | 90/90-18 51H |
| Overall Height | 1,190 mm (46.9") | Rear | 110/80-18 58H |
| | | Coloring | Silky White |

*Always wear a helmet and eye protection.
Specifications and appearance of Yamaha motorcycles
shown here may vary according to requirements and
conditions and are subject to change without notice.
For further details, please consult your Yamaha dealer.*



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