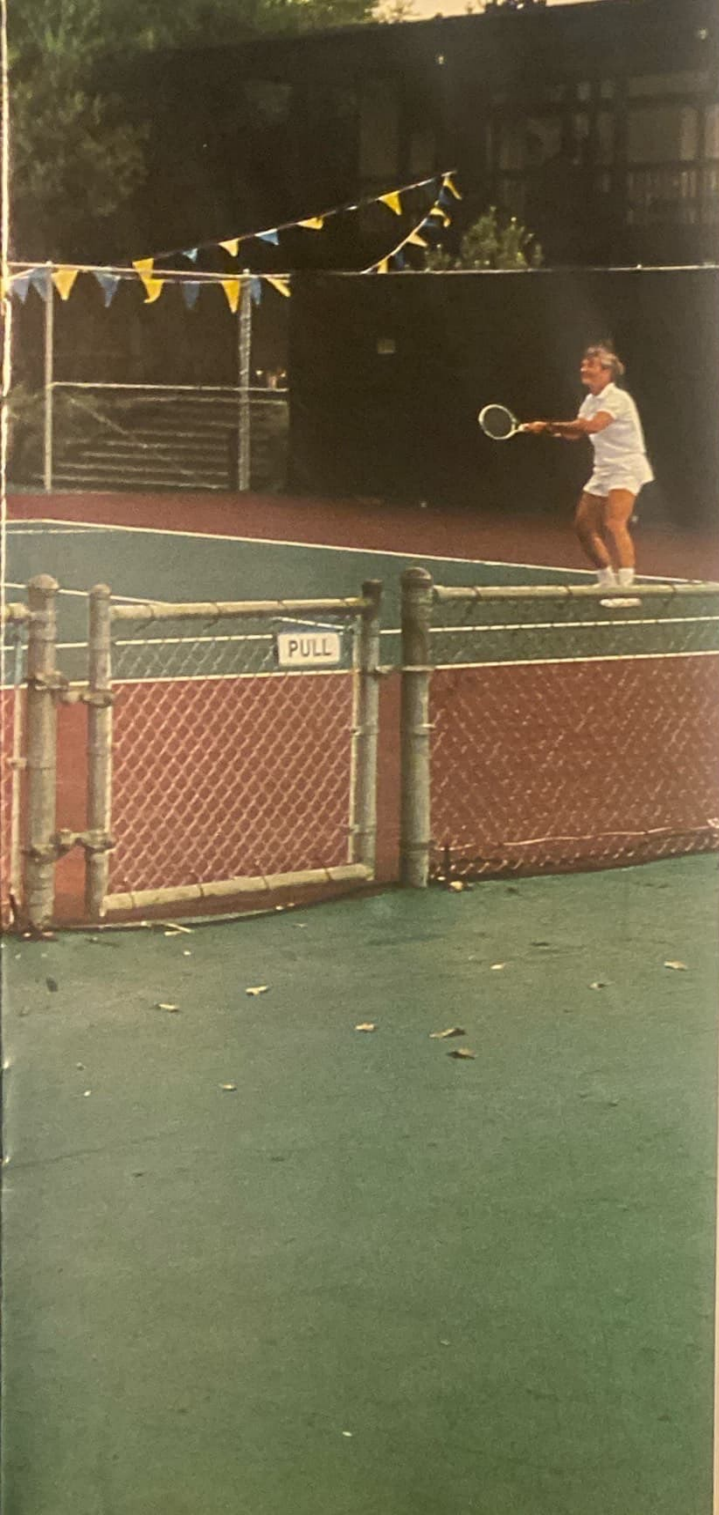


'75 STREET

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RS100

With the price of gasoline constantly rising, your best investment is a machine that gets plenty of miles to the gallon. Without a doubt, that machine is Yamaha's new single-cylinder RS100.

The engine of this machine is fitted with Torque Induction, Yamaha's exclusive reed valve intake system, that gives you consistently dependable performance at the low to medium speeds of city traffic, yet smooth power delivery for accelerating along the open road.

The new double-cradle tubular frame has the rigidity needed to make your ride as comfortable and safe as possible. And the front and rear brakes are water and dust resistant.

The RS100 takes you where you want to go. Economically. And trouble-free.

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RD125

Most people ride a motorcycle not only because it's fun, but also because it's economical. The machine these people are riding is Yamaha's all new RD125. This is a dependable easy-handling machine you take anywhere in town, or anywhere out of town. It has Yamaha's exclusive Torque Induction reed-valve intake system, to give consistently reliable power at the speeds of city traffic. And a new frame design to make your ride extremely comfortable.

The RD125 is equipped with Autolube[®] to save you the time of premixing your gas and oil. And a primary kick starter, to save you the trouble of having to search around for neutral.

The brand new RD125 is dependable, economical and easy to maintain. And it will make going where you want to go a lot more fun than it's ever been before.





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RD200

The stylish RD200 is designed as the ideal motorcycle for today's new generation of riders.

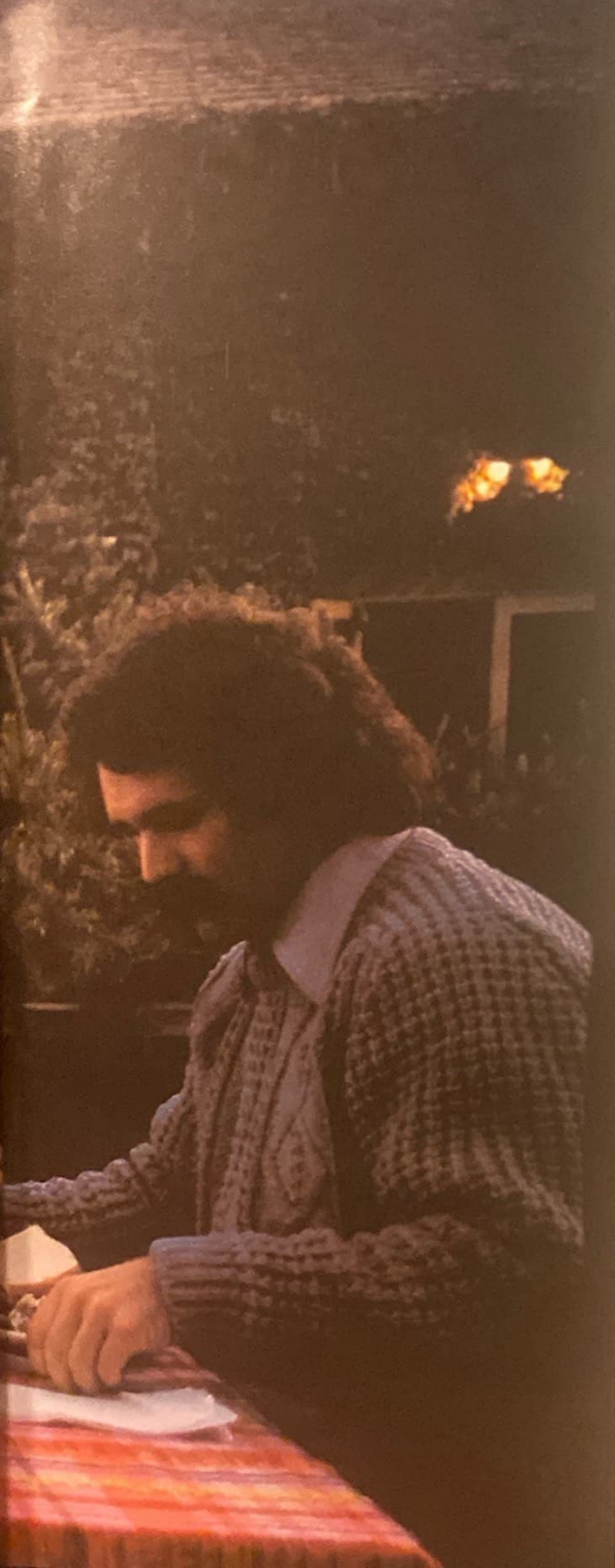
The perfect answer to families looking for an alternative to the high cost of gasoline, the RD200 combines the easy-handling desired by the beginning rider with the responsiveness necessary to satisfy the enthusiast. As an economical family machine, for use in running errands or for commuting, the RD200 has a lot to offer. .from electric starting, to the quickness and speed necessary on today's busy highways.

From the standpoints of size, features, reliability, and quality engineering, the RD200 fits the description of the perfect all-around motorcycle.





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RD250

If you want a street machine that is best known for its proven high performance capabilities, you want the RD250.

The design of this machine is derived from the Yamahas that have won the 250cc class at Daytona for the past nine years. Befitting its road racing heritage, the RD250 is easy to handle through tight and twisting sections of highway. And like all Yamaha two-strokes, this machine utilizes Torque Induction. This reed valve intake system combined with the six-speed transmission give the RD250 the responsiveness at lower engine speeds that you'll need in city stop-and-go traffic.

The RD250 is economical as well as dependable and will add more fun to your riding.

RD60

For the beginning motorcycle rider, or for anyone looking for a sporty little in-town commuter, there is no machine better than Yamaha's RD60.

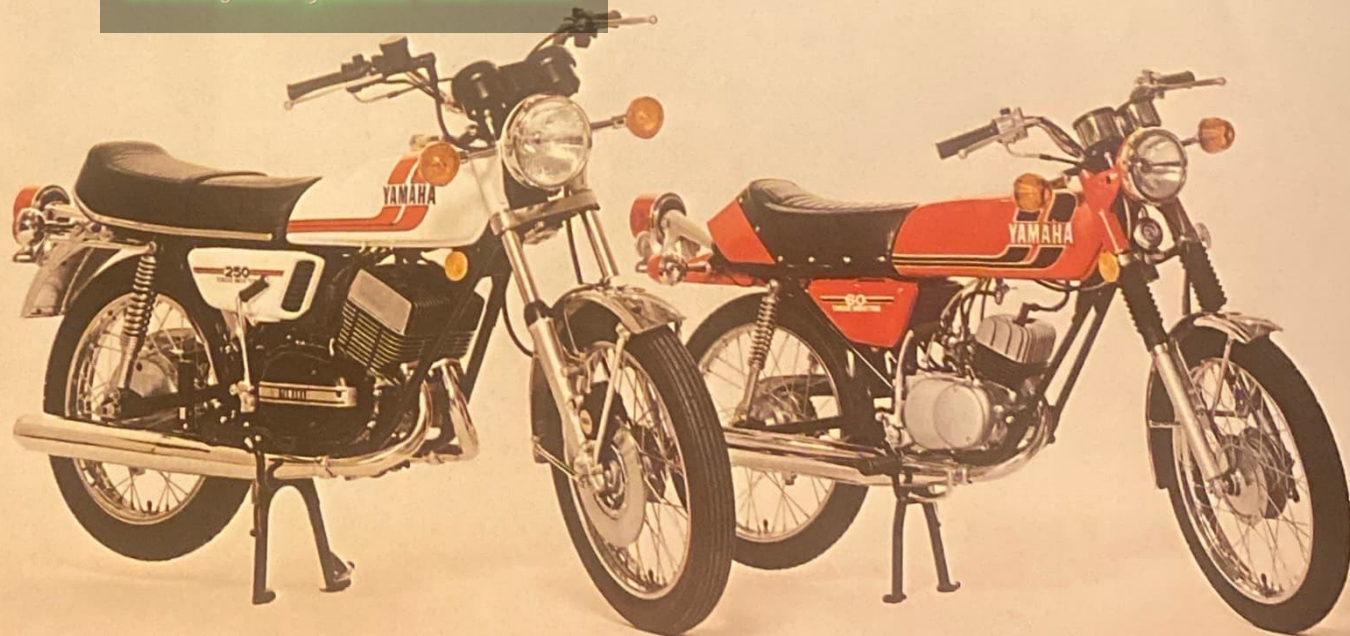
The Torque Induction intake system, standard on all Yamaha two-strokes, improves the performance of the machine at the city speeds you'll normally be travelling.

And the cast iron cylinder minimizes engine noise.

A primary kick starter makes the RD60 easy to start without having to search around for neutral. And Autolube® premixes your gas and oil. (In fact, the RD60 holds over a quart of oil and over two gallons of gas, which means you can take this machine many pleasurable miles before needing a refill.)

So if what you want is a dependable motorcycle that's fun to ride and easy to maintain, here it is. The RD60.

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RD350

The RD350 is probably the most reliable motorcycle in its class. It's a street machine designed from the knowledge Yamaha has gained on race tracks throughout the world. In fact, it has virtually the identical engine and frame design as the Yamaha 350cc road racers that swept the 200 Mile Classic at Daytona two years in a row.

You'll notice the influence of this racing heritage as soon as you start the RD350. It is a fast machine. And it has an exceptionally wide power band for a two-stroke twin that lets you cruise along the curviest roads without a lot of gearchanging. This is because Yamaha's exclusive Torque Induction system increases power at the lower and middle speed ranges.

But fast isn't all the RD350 is. It is also safe. The tubular double cradle frame means the machine can handle and corner easily. And the hydraulic front disc brake gives incredible stopping power.

The RD350. A high performance road racing heritage for a better road riding machine.



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XS500

The XS500 is an advanced four-stroke street machine built with touring in mind. Because of the dual overhead cams and four valves per cylinder, you can bring this machine to its power peak faster. And the faster you go, the better the XS500 performs. In fact, the top end performance is equal to machines of much higher displacement.

Yamaha's unique Omni-Phase Balancer[®] system virtually eliminates vibration at all speeds. And at normal highway speeds, you can loaf around all day and night and not feel fatigued.

The XS500 has a pushbutton electric starter, a five-speed transmission, and a front disc brake that provides the kind of stopping power you want on the highway or on city streets.

The XS500. It's smooth, reliable, and easy to maintain. And it's a motorcycle that likes to be ridden hard.

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XS650

The XS650 is a smooth-running four-stroke that you can ride from the showroom floor in San Francisco to the rocky coast of Maine since it was designed with reliability in mind.


To say it's reliable is to understate its capability. The XS650 is one of the finest touring motorcycles ever built. In fact, it's the world's only overhead cam 650.

It has an extremely wide range of useable power that makes riding in city traffic a breeze, because of less need for downshifting. Yet when you open the throttle, you get a surge of power all the way from 2,000 to 6,000 rpm's. It's this broad power band that keeps the XS650 a national champion in flat track races.

So whether you're on a two-lane street in the middle of town, or on a deserted highway, the XS650 will give you the exact performance you want.

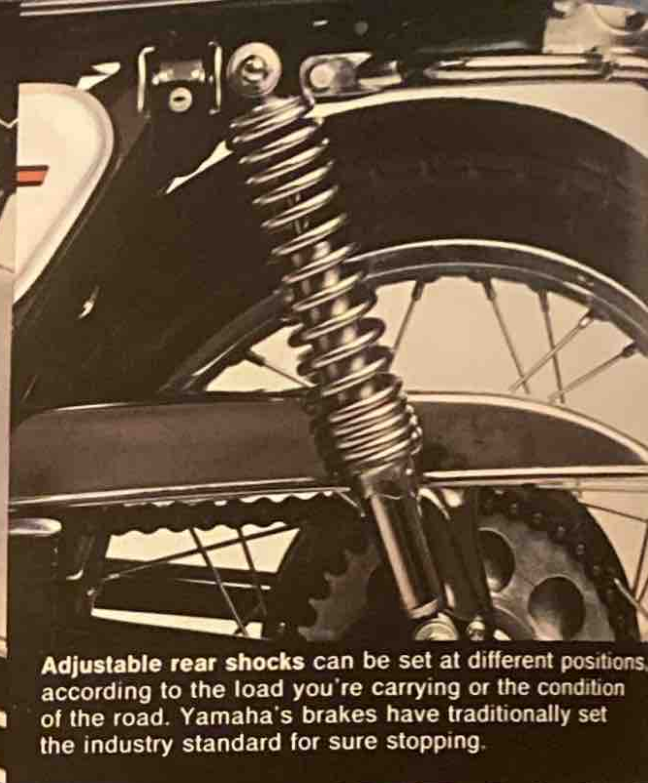


Features

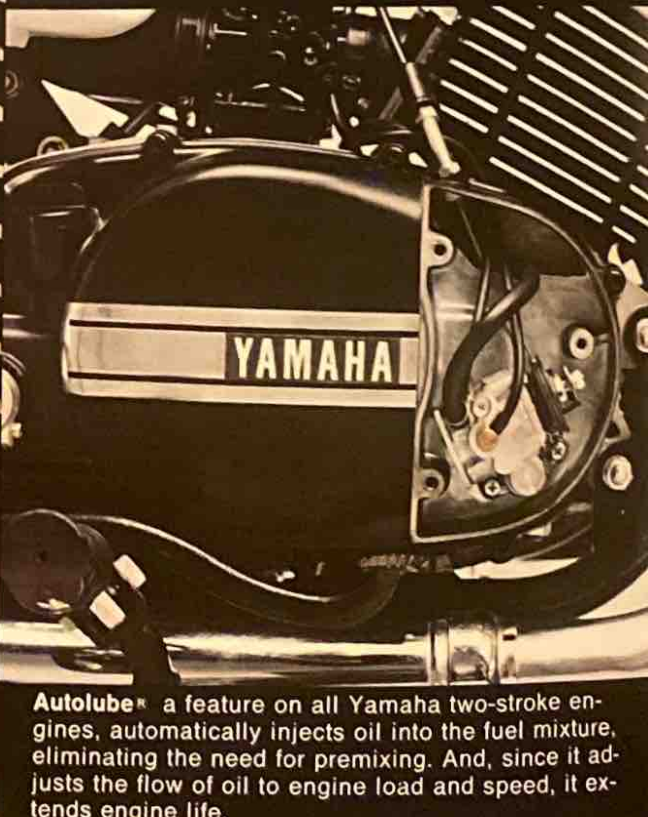


Torque Induction is a unique feature of Yamaha two-stroke engines. It utilizes a stainless-steel rod valve between the carburetor and cylinder to feed the engine the exact amount of fuel it needs at various speeds. And to prevent carburetor blowback. The result is more horsepower, particularly at low rpm's.

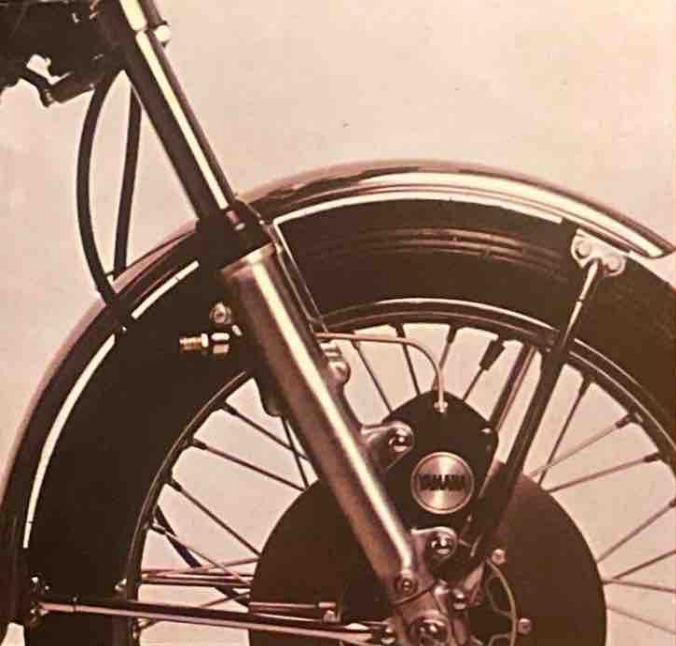
Another feature of the Torque Induction system is a seventh port that rams an extra blast of fuel/air mixture directly from the carb into the combustion chamber. This also helps increase performance, cool the engine, and improve exhaust gas flow.



Adjustable rear shocks can be set at different positions according to the load you're carrying or the condition of the road. Yamaha's brakes have traditionally set the industry standard for sure stopping.



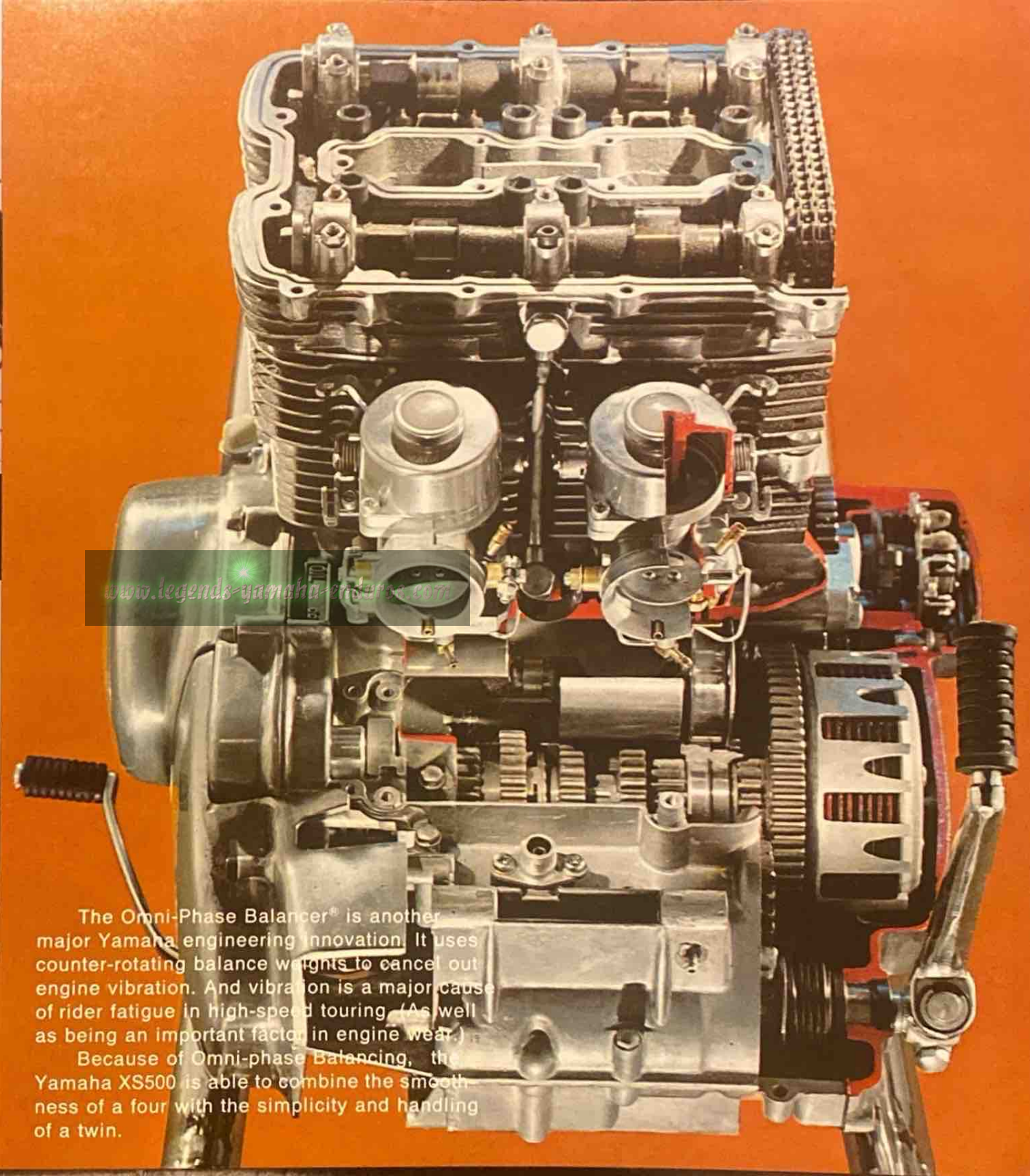
Autolube[®] a feature on all Yamaha two-stroke engines, automatically injects oil into the fuel mixture, eliminating the need for premixing. And, since it adjusts the flow of oil to engine load and speed, it extends engine life.



Front disc brake stops you faster. An adjustment screw lets you set the hand-lever for the exact "feel" you prefer. The enduro-type front forks will soak up the hardest jolts. Without bottoming.



Complete instrumentation includes fully illuminated speedometer and tachometer. Warning lights provide a constant check on turn signals, tail lights... even rear brake lining wear and oil pressure, on some models.



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The Omni-Phase Balancer® is another major Yamaha engineering innovation. It uses counter-rotating balance weights to cancel out engine vibration. And vibration is a major cause of rider fatigue in high-speed touring (As well as being an important factor in engine wear.) Because of Omni-phase Balancing, the Yamaha XS500 is able to combine the smoothness of a four with the simplicity and handling of a twin.

Specifications

2-stroke

RD60B

RS100B

RD125B

RD200B

PERFORMANCE

Max. speed range	53 mph	68 mph	81 mph	90 mph
Min. turning radius	70.9 in.	78.7 in.	82.7 in.	82.7 in.
Min. braking distance	23.0 ft. @22 mph	24.6 ft. @22 mph	46 ft. @31 mph	46 ft. @31 mph

ENGINE

Type	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Parallel Twin	2-stroke, Torque Induction, Parallel Twin
Displacement	55 cc (3.36 cu. in.)	97 cc (5.92 cu. in.)	124 cc (7.57 cu. in.)	195 cc (11.89 cu. in.)
Bore & Stroke	1.654 × 1.563 in.	2.047 × 1.795 in.	1.693 × 1.693 in.	2.047 × 1.811 in.
Compression ratio	6.9:1	6.8:1	6.8:1	7.1:1
Max. torque	3.4 ft.-lb. @6,500 rpm	7.0 ft.-lb. @7,000 rpm	9.4 ft.-lb. @8,500 rpm	15.7 ft.-lb. @7,000 rpm
Lubrication system	Autolube®	Autolube®	Autolube®	Autolube®
Starting system	Primary kick starter	Primary kick starter	Primary kick starter	Electric & Primary kick starter
Ignition system	Flywheel Magneto	Flywheel Magneto	Battery	Battery
Transmission	5-speed gearbox	5-speed gearbox	5-speed gearbox	5-speed gearbox

DIMENSIONS

Overall length	71.9 in.	73.2 in.	76.2 in.	76.6 in.
Overall width	24.8 in.	31.9 in.	33.1 in.	29.1 in.
Overall height	38.0 in.	40.7 in.	41.7 in.	39.6 in.
Wheelbase	46.7 in.	47.2 in.	48.8 in.	49.0 in.
Min. ground clearance	5.9 in.	5.9 in.	6.1 in.	6.1 in.
FUEL TANK CAPACITY	2.1 U.S. gal.	2.4 U.S. gal.	3.0 U.S. gal.	3.0 U.S. gal.
OIL TANK CAPACITY	1.1 U.S. qts.	1.59 U.S. qts.	1.6 U.S. qts.	2.1 U.S. qts.

TIRES

Front	2.50-17-4PR	2.50-18-4PR	2.75-18-4PR	2.75-18-4PR
Rear	2.50-17-4PR	2.75-18-4PR	3.00-18-4PR	3.00-18-4PR

* Specifications subject to change without prior notice.

RD250B**RD350B****4-stroke****XS500B****XS650B****PERFORMANCE**

93 mph	100 mph	Max. speed range	110 mph	115 mph
90.6 in.	90.6 in.	Min. turning radius	98.4 in.	98.4 in.
46 ft. @31 mph	46 ft. @31 mph	Min. braking distance	46 ft. @31 mph	46 ft. @31 mph

ENGINE

2-stroke, Torque Induction, Parallel Twin	2-stroke, Torque Induction, Parallel Twin	Type	4-stroke, DOHC, 8-valve, Parallel Twin	4-stroke, SOHC, Parallel Twin
247 cc (15.07 cu. in.)	347 cc (21.18 cu. in.)	Displacement	498 cc (30.39 cu. in.)	653 cc (39.85 cu. in.)
2.126 × 2.126 in.	2.520 × 2.126 in.	Bore & Stroke	2.874 × 2.346 in.	2.953 × 2.913 in.
6.7:1	6.6:1	Compression ratio	8.5:1	8.4:1
21.1 ft.-lb. @7,000 rpm	28.0 ft.-lb. @7,000 rpm	Max. torque	32.6 ft.-lb. @6,500 rpm	40.1 ft.-lb. @6,000 rpm
Autolube®	Autolube®	Lubrication system	Pressure feed wet sump	Pressure feed wet sump
Primary kick starter	Primary kick starter	Starting system	Electric & Primary kick starter	Electric & Primary kick starter
Battery	Battery	Ignition system	Battery	Battery
6-speed gearbox	6-speed gearbox	Transmission	5-speed gearbox	5-speed gearbox

DIMENSIONS

80.3 in.	80.3 in.	Overall length	84.6 in.	85.8 in.
32.9 in.	32.9 in.	Overall width	32.9 in.	35.4 in.
43.7 in.	43.7 in.	Overall height	44.5 in.	45.7 in.
52.0 in.	52.0 in.	Wheelbase	55.1 in.	56.5 in.
5.9 in.	6.1 in.	Min. ground clearance	6.1 in.	5.5 in.
3.2 U.S. gal.	3.2 U.S. gal.	FUEL TANK CAPACITY	3.4 U.S. gal.	4.0 U.S. gal.
2.1 U.S. qts.	2.1 U.S. qts.	OIL CAPACITY	3.2 U.S. qts.	2.6 U.S. qts.

TIRES

3.00-18-4PR	3.00-18-4PR	Front	3.25H-19-4PR	3.50H-19-4PR
3.25-18-4PR	3.50-18-4PR	Rear	4.00H-18-4PR	4.00H-18-4PR

Someday, you'll own a Yamaha.

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