

YAMAHA

YZF750R/750SP





YZF750R or YZF750SP. Either way you win!

YZF750R

Featuring Yamaha's unique race-winning Genesis technology, the latest YZF750R performs like no other supersport machine.

A direct spin-off from our Grand Prix-winning race bikes, the Genesis concept is a very special way of developing high-performance motorcycles.

Central to Genesis design is the slant-block engine which keeps weight low and allows the use of straight inlet tracts for instant throttle response and remarkable acceleration.

And with its factory racer dimensions the lightweight aluminium Deltabox chassis delivers razor-sharp handling in a class of its own!

YZF750R. Winning superbike for the street!



YZF750SP

This is the real thing!

A genuine racing machine built using the same Genesis technology that goes into our winning YZF factory superbike!

Powered by the most sophisticated 750 cc in-line 4-cylinder 4-stroke we have ever produced, the Deltabox-framed YZF750SP is the very latest evolution of our legendary Suzuki 8 hour-winning OW01 racer.

With its high-performance slant-block 20-valve engine fed by big-bore FCRD downdraft carburetors, together with a lightweight aluminium chassis featuring fully-adjustable front and rear suspension systems, this is the most competitive ready-to-race superbike ever!

YZF750SP. Winning superbike for the track!



Highest technology. Hottest performance!



5-valve DCMT cylinder head
First and foremost, the 5-valve head design is the most advanced in the 700 cc class. By increasing intake and exhaust gas flow efficiency, this sophisticated layout boosts power at all engine speeds to give the YZF1 uttering acceleration and top-end performance.



Piston
For reduced reciprocating weight, the YZF1 is equipped with racing-style short-skirt pistons running in the 72 mm bore. Roving up to 13000 rpm, their superbiler race-based design makes for minimum friction with the cylinder wall giving optimum performance and instant throttle response.



EXUP/Muffler
Located at the point where the four header pipes merge, the Exhaust Ultimate Power Valve (EXUP) system is an electronically controlled valve which constantly adjusts the exhaust's internal aperture to match engine speed. By controlling gas flow into the lower case of the muffler, low to mid-range torque is dramatically boosted.



Transmission
For excellent feel and high durability, the YZF's enormous power output is delivered to the gearbox through a wet multiple-plate clutch. Its speed transmission features carefully-selected ratios to make the YZF750R suited to a wide variety of conditions from congested streets to deserted autobahns.



Radiator
Mounted just below the steering head in the path of maximum airflow, the large capacity fan-cooled radiator keeps the YZF1 engine running at a constant temperature for optimum efficiency. And to ensure cooling is maintained even in exceptionally arduous riding conditions, dual fans are fitted.



Carburetors
Flowing through the massive airbox is a bank of four 182.5 38 mm carburetors which level their fuel/air mix to the high-compression combustion chambers via straight inlet tracts. Together with the 3 inlet valves per cylinder this remarkably efficient intake system gives excellent throttle response and a wide range of flexible power.

This engine is special. Very special. In fact, it's the hottest 750 cc production powerplant ever built by Yamaha.

Closely related to our factory superbike, the YZF engine is the most technologically-advanced in-line 4 produced today!

And what makes it so special is our Genesis concept. Unique to Yamaha, Genesis represents a superior approach to the design of high-performance motorcycles.

Fundamental to Genesis design is the use of slant-block technology. By sloping the YZF's cylinders forward at 35 degrees the machine's centre of gravity is kept low and an ideal front/rear weight distribution is achieved for precision handling.

This engine configuration also allows the use of large bore 38 mm downdraft carburetors; on the R model and FCRD 39 mm flat slides on the SP model which feed fuel/air mix to the 5-valve heads via straight inlet tracts for optimum intake efficiency at all engine speeds.

Further underlining the YZF's clear lead in the use of innovative technology is its Exhaust Ultimate Power Valve (EXUP) system which substantially boosts low to mid-range torque. And delivering a white hot spark on the YZF750R at precisely the right moment for efficient combustion processes is a transistorized ignition system, while the YZF750SP uses a digital mapped unit with throttle and crank sensors.

And it is this highest technology that produces the hottest performance!



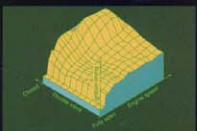
Racing carburetors
For increased track performance the SP model features big-bore FCRD 39 mm flat-slide carburetors which make this machine fully competitive at all levels of superbike racing. Supplying fuel/air mix to the low-volume cylinder heads, this racing-standard system delivers increased acceleration and top speed.



Close ratio transmission
Clearly demonstrating the SP model's high racing standard specification is its specially-developed transmission, featuring a close ratio freewheel gearbox and wet multiple-plate clutch. This race-developed system is based on our YZF1 factory superbike transmission.



EXUP
YZF750SP's EXUP system is closely based on the design used on our factory racers and features engine speed sensors which relay information to a microcomputer. This then activates a servomotor which instantly adjusts the machine's EXUP to the most efficient setting for improved low to mid-range performance.



Digital mapped electronic ignition
To handle the extremely high loads experienced during competition the SP model features an updated electronic ignition system. Like the YZF750R the ignition is a fully transistorized mapped digital design, and in addition the YZF750SP is equipped with sensors at the throttle and crankshaft for precision timing at all engine speeds.



Instrument panel

Constructed from lightweight materials, the compact instrument panel consists of a racing style centrally-mounted tachometer as well as carefully calibrated speedometer, water temperature gauge and indicator lights that floodlight easily-understood information to the rider.

Front forks

To reduce flex to a minimum the YZF is equipped with high-rigidity narrow-pitch upside-down front forks. Manufactured from lightweight outer tubes and featuring aluminum triple clamps, this advanced suspension system with full compression and rebound damping adjustment offers 220 mm travel and gives precise steering at high and low speeds.

Fairing/flush surface twin headlights

With an extremely low frontal area and narrow overall width the lightweight factory YZF superbike race-style fairing features a new upper section giving improved aerodynamic efficiency. And to reduce drag even further the twin low eye headlights are mounted flush with the fairing.

Front brakes

Highly sophisticated front brakes are based on the race-proven system seen on the YZF racetrack. Featuring a pair of four calipers acting upon large diameter twin 320 mm drilled floating discs, this powerful system delivers remarkable braking performance and transmits excellent feel back to the rider through the adjustable front brake lever.

Rear suspension system/Shock

Lightweight aluminum truss-type swinging arm is one of the most rigid designs we have ever produced, and keeps the rear wheel tracking accurately under hard acceleration, braking and cornering. And to suit individual requirements the Monocross suspension system's remote-reservoir shock is adjustable for preload, compression and rebound damping.

Wheels/Tyres

For response suspension action the YZF uses lightweight 3-spoke wheels and hollow axles. And for excellent all-round handling performance and high levels of traction the YZF runs on wide-profile radial tyres, with a 120/70-2417 at the front and a 180/55-2417 rear.

Tank/Seat/Rear cowl

To keep centre of gravity low the 19 litre fuel tank extends deep below seat height, and features a narrow rear section allowing easy rider mobility and offering excellent knee grip. Fitted with a quickly-detachable cowl, the dual seat can be adapted in minutes to suit solo or 2-up riding.

Deltabox frame

Featuring widely-spaced box-section twin spines, the aluminium Deltabox frame employs the shock engine as a stressed member. Both remarkably light and exceptionally stiff, this state-of-the-art short-wheelbase design uses the same dimensions and geometry as our race-winning factory superbike.

Minimum weight. Maximum rigidity.

In exactly the same way that the Genesis concept has shaped the YZF's high-performance engine it has also led to the creation of the most advanced frame and swinging arm ever used on a production supersports motorcycle.

The class-leading Deltabox chassis.

Manufactured from aluminium, the YZF's short wheelbase frame uses exactly the same dimensions as our factory YZF racer to give precise handling performance.

And for razor-sharp steering both models feature narrow-pitch upside-down forks—while at the back end a high-rigidity truss-type swinging arm operating a Monocross suspension system keep the rear wheel tracking accurately.

YZF750R/SP chassis. Our lightest and stiffest ever!



Headlight/Fairing

Fitted with the same endurance race style low eye headlights as its road-going counterpart, the SP model is equipped with a lower screen for competition use. Combined with the small frontal area fairing this racing screen improves aerodynamic efficiency even further for better top-end performance.



Single seat

As well as the low racing screen the YZF750R/SP has also been fitted with a specially-designed single seat. Constructed from lightweight FRP, this racing seat offers excellent rider support for optimum control during hard acceleration, braking and cornering, and with its wind tunnel-developed rear section also serves to reduce drag.



Front suspension

Featuring flex-resistant 41 mm tubes, the YZF750R/SP's narrow-pitch upside-down front forks keep their shape even under exceptionally high braking loads. Fully-adjustable for setting preload and rebound and compression damping, they can be set up to suit individual riding styles and different track surfaces.



Rear suspension

Monocross rear suspension system features a rising-rate linkage operating a remote-reservoir shock with full rebound and compression damping, as well as preload adjustment. And to keep the rear end under control a super-stiff aluminium truss-type swinging arm developed from our factory racer is used.



SP

BWC1 (Bluish White Cocktail 1)



DBC2 (Dark Blue Cocktail 2)



BWC1 (Bluish White Cocktail 1)



Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Specifications and appearance of Yamaha products shown here may vary according to requirements and conditions, and are subject to change without notice. For further details, please consult your Yamaha dealer.

YZF750R TECHNICAL SPECIFICATIONS**ENGINE**

Type	4-stroke, liquid-cooled
	DOHC, 5-valve, Parallel four cylinder
Displacement	749.0 cc
Bore and stroke	72.0 x 46.0 mm
compression ratio	11.5 : 1
Max. power (DIN)	125 PS
	(92 kW) @ 12,000 rpm
	(ISO) 119 PS
	(87.5 kW) @ 12,000 rpm
Max. torque	8.2 kg-m
	(80.4 Nm) @ 9,500 rpm
Lubrication	Wet sump
Carburation	BDS1 38 x 4
Ignition	Transistorised
Starter System	Electric
Fuel tank capacity	19.0 litres
Oil tank capacity	4.0 litres
Transmission	6-speed
Final transmission	Chain

CHASSIS

Overall length	2,070 mm
Overall width	730 mm
Overall height	1,165 mm
Seat height	795 mm
Wheelbase	1,420 mm
Min. ground clearance	140 mm
Dry weight	194 kg
Front suspension	Telescopic forks
Rear suspension	Swinging arm
Front brake	Dual 320 mm Ø discs
Rear brake	Single 245 mm Ø disc
Front tyre	120/70-ZR17
Rear tyre	180/55-ZR17

YZF750SP TECHNICAL SPECIFICATIONS**ENGINE**

Type	4-stroke, liquid-cooled
	DOHC, 5-valve, Parallel four cylinder
Displacement	749.0 cc
Bore and stroke	72.0 x 46.0 mm
compression ratio	11.5 : 1
Max. power (DIN)	125 PS
	(92 kW) @ 12,000 rpm
	(ISO) 119 PS
	(87.5 kW) @ 12,000 rpm
Max. torque	8.1 kg-m
	(79.8 Nm) @ 9,500 rpm
Lubrication	Wet sump
Carburation	FCRD 39 x 4
Ignition	Transistorised
Starter System	Electric
Fuel tank capacity	19.0 litres
Oil tank capacity	4.0 litres
Transmission	6-speed
Final transmission	Chain

CHASSIS

Overall length	2,070 mm
Overall width	730 mm
Overall height	1,165 mm
Seat height	795 mm
Wheelbase	1,420 mm
Min. ground clearance	140 mm
Dry weight	191 kg
Front suspension	Telescopic forks
Rear suspension	Swinging arm
Front brake	Dual 320 mm Ø discs
Rear brake	Single 245 mm Ø disc
Front tyre	120/70-ZR17
Rear tyre	180/55-ZR17



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In harmony with nature
Printed on wood free and
chlorine free paper.

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