

VIRAGO 750



A CLASSIC V-TWIN MOTORCYCLE. THE WAY IT SHOULD BE.

The Virago 750.

Slide your eyes over its lean, low profile. Slip a leg over and fire it up to a rolling throaty thunder. You're about to enter a bold new world of riding. On a motorcycle that combines reliability, narrowness and highly efficient weight distribution, thanks to our V-Twin engine, with Yamaha technology.

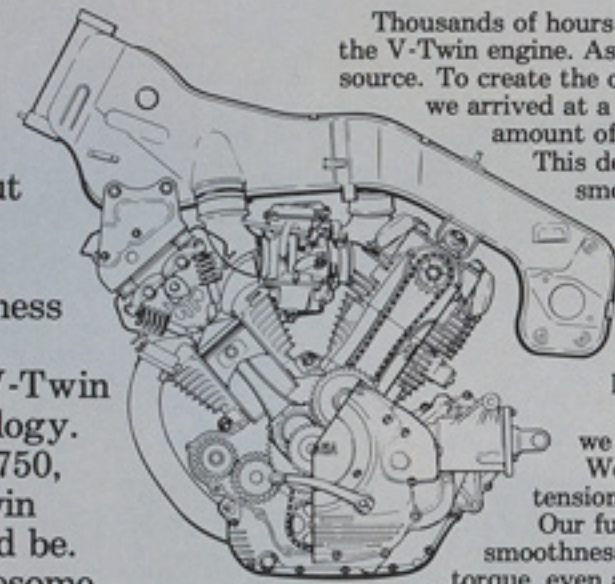
With the Yamaha Virago 750, we have reinvented the V-Twin motorcycle. The way it should be.

Everything about it is awesome. The engineering. The styling. The power. The ride.

Everything about it combines the best of the classic V-Twin motorcycle's sophistication, simplicity and balance.

And, in making it a Yamaha, we arrived at a motorcycle that is unique and totally personal in every way.

It's an experience worth taking. On the Yamaha Virago 750.



Thousands of hours of research and development went into revolutionizing the V-Twin engine. As a result, we achieved the totally modern power source. To create the optimum combination of engine height and length, we arrived at a 75° cylinder angle. This layout provides the ideal amount of space for carburetors and intake components.

This design means low engine inertia resulting in very smooth power output. Without the use of a heavy balancer system.

The rear cylinder is rotated 160° to accommodate our unique individually adjustable dual carb set-up, and slightly offset to improve rear cylinder cooling.

We arranged a firing sequence of alternate revolutions for smooth, steady power delivery, less vibration and a stable, consistent idle.

And by simply reversing the crankshaft rotation, we eliminated any ambient engine vibration.

We gave the Virago fully-automatic cam chain tensioners with fewer moving parts for low maintenance.

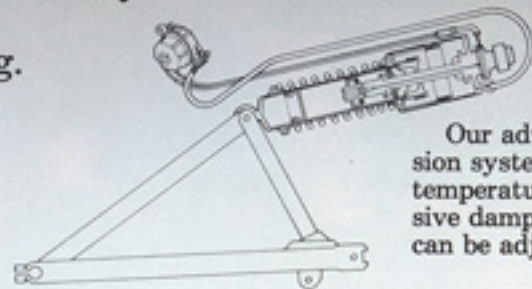
Our fully-enclosed shaft drive adds its own uncanny smoothness and quiet. Five speed transmission delivers excellent torque, even at low rpms. And for more efficient combustion, maintenance-free TC Ignition produces a hotter spark electronically.

The functional monocoque frame design makes the engine an integral frame member, eliminating excess bulk and weight of downtubes. Air actually passes through the frame to an air cleaner beneath the seat, eliminating the need for bulky air cleaners off the side.

Seat height is only 29.5 inches (750 mm). Total engine width is a narrow 14.8 inches (376 mm). The extra low center of gravity gives new meaning to comfort, control and stability.

No other motorcycle, as a totally integrated package, can compare with the Virago 750. Ask anyone who's seen one. Better, ask anyone who's ridden one. They'll tell you this is the classic motorcycle. And the way you've always thought motorcycling should be.

Our advanced road racer proven Monoshock rear suspension system represents a revolution in street bike design. It's temperature compensating and fully-adjustable for progressive damping and preload. Both damping and spring preload can be adjusted easily even while sitting on the bike.



Yamaha's state-of-the-art, fully-enclosed shaft drive adds uncanny smoothness to the virtually vibration-free ride. It's also clean, quiet and maintenance-free.

Monocoque frame design allows the 748 cc engine to sit lower without sacrificing ground clearance. The 29.5 inch (750 mm) seat height provides an extra low center of gravity.

Dual Hitachi HSC 40 carburetors provide smooth and responsive engine performance.

Air passes through the frame to eliminate the need for bulky side-mounted air cleaners. This helps pare the engine width down to a narrow 14.8 inches (376 mm) at its widest point.

Full instrumentation and lighting includes an electric tachometer, self-cancelling turn signals and a quartz halogen headlight.

The cylinders are placed at a 75° angle to achieve the optimum combination of engine height and length. This also provides ideal space for carburetors and intake components.

Leading axle front forks are air adjustable so you get precisely the road response you want.

Front disc brake insures a stop as smooth as the ride.

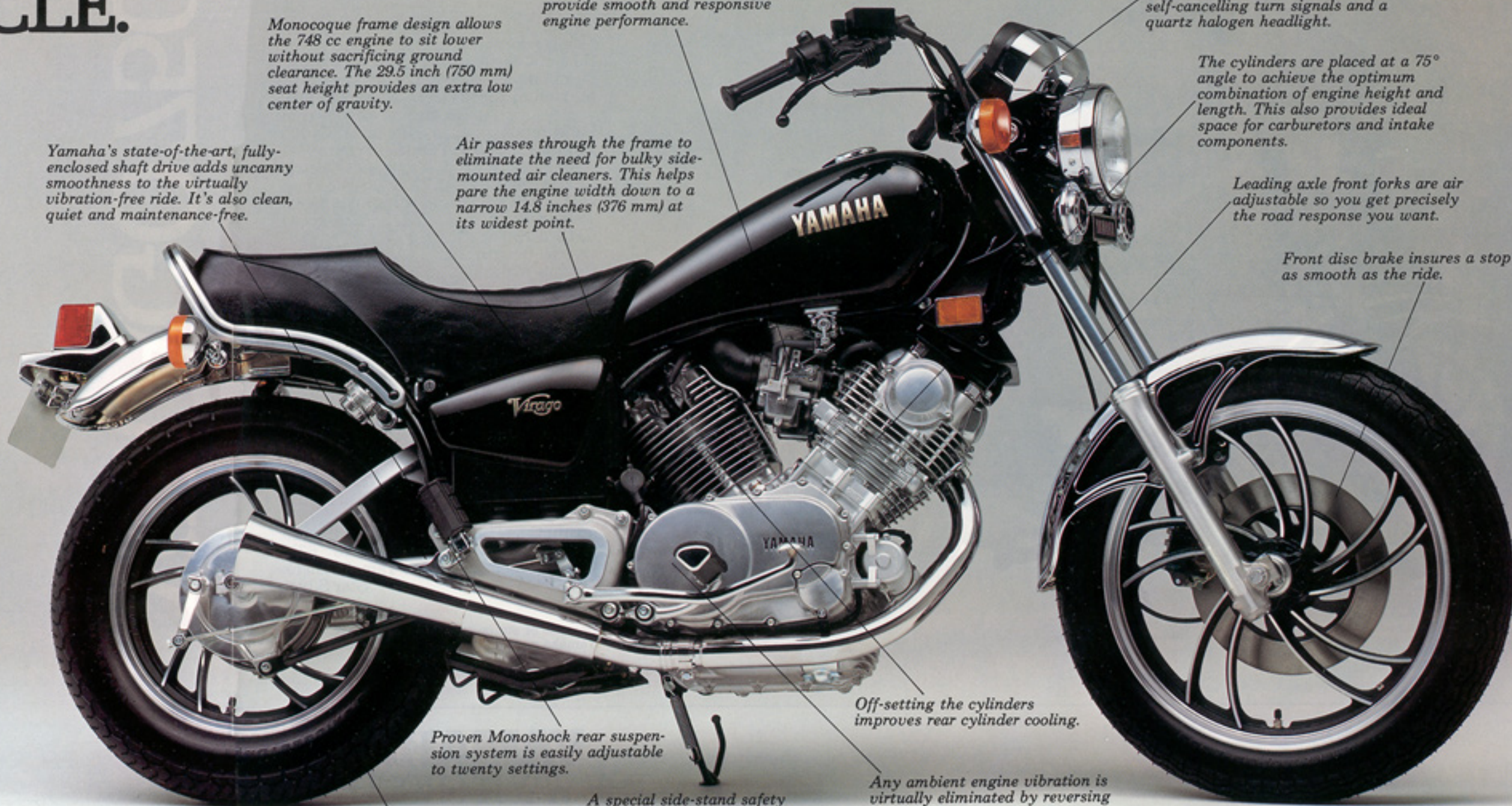
Off-setting the cylinders improves rear cylinder cooling.

Any ambient engine vibration is virtually eliminated by reversing the crankshaft rotation.

Proven Monoshock rear suspension system is easily adjustable to twenty settings.

A fat 16-inch high performance rear tire produces a stable ride.

A special side-stand safety feature eliminates any chance of driving away with the sidestand down.





XV750J SPECIFICATIONS

ENGINE

Type.....4-stroke, SOHC, V-twin
 Displacement748 cc
 Bore and Stroke.....83.0 x 69.2 mm
 Compression Ratio.....8.7 : 1
 Maximum Torque.....46.3 ft. -lbs.
 (6.4 kg-m) @6,000 rpm

Carburetion.....Hitachi HSC40(2)
 IgnitionTransistor controlled
 StartingElectric
 Lubrication.....Wet sump
 Oil Capacity3.2 Imp. qts. (3.6 l)
 Transmission.....5-speed

CHASSIS

Overall Length87.8" (2,230 mm)
 Overall Width.....31.7" (805 mm)
 Overall Height.....45.7" (1,160 mm)
 Wheelbase59.8" (1,520 mm)
 Ground Clearance5.7" (145 mm)
 Seat Height29.5" (750 mm)
 Dry Weight467 lbs. (212 kg)
 Fuel Tank Capacity2.6 Imp. gals.
 (12.0 l)

Suspension

FrontAir-adjustable
 Rear.....Adjustable monoshock

Brakes

FrontSingle disc
 RearDrum

Tires

Front.....3.50H x 19
 Rear.....130/90 x 16 67H

Coloring.....New Yamaha Black
 Star Silver

Because of our ongoing efforts to make
 Yamaha motorcycles even better, specifications
 are subject to change without notice.

YAMAHA
 THE WAY IT SHOULD BE.™