

# YAMAHA TURBO. MIND BLOWER.

Take the lightest, most compact, road-proven engine on the motorcycle market and turbo charge it. Add space styling with wind resistance measuring among the lowest in the world for a road machine. Incorporate the phenomenal performance characteristics of a nimble-handling middleweight motorcycle with the horsepower and torque of a 1000 and it's easy to understand why we've called the 650 Turbo, "Mind Blower". Just looking at it makes your heart beat faster, riding it is something else again.

Sit on it and you'll instantly realise this bike has been carefully designed for comfort at speed.

The tank and seat cowling are sculptured for a natural riding position, while the fairing directs wind around your body, not into it.

Glance at the instruments, and, if you can look past the Turbo Boost Meter, you'll notice the I.S.O. Monitor System; a micro computer display panel that checks fluid levels, electrical conditions and even your side stand position.

Start it, and with a quick twist of the throttle you'll hear the Yamaha Turbo System whine, a sweet reminder that you are about to experience an extraordinary motorcycle.

Power into a sweeping curve and you'll notice that the sophisticated engineering of Yamaha's Turbo System has virtually eliminated turbo lag. Fresh air is provided directly from the air cleaner to the surge tank through a reed valve. This allows the engine to build speed freely until the turbo unit resumes its pressurizing effect and closes the valve, pouring on the power and increasing fuel

efficiency. Couple that to Yamaha's already fuel-efficient, power-boosting Y.I.C.S. engine and you can almost believe that the 650 Turbo runs on adrenalin alone.

Touch the brakes and the new slot design dual front discs assure you that the Turbo's go has been balanced with an equal amount of stop.

However, Yamaha didn't stop there.

Light and efficient shaft drive delivers power smoothly. Greater mid-range torque has been achieved with a patented exhaust manifold that links the 1 and 4 pipes together, and the 2 and 3 pipes together before they enter the turbocharger. To deal

with the increased power of the turbo system, the crowns of the pistons are 30% thicker.

The clutch and the gearbox have been strengthened and an oil





**XJ.550**



**XJ.650**



**XJ.750**



cooler keeps the oil in good condition.

In addition, the ignition system features electronic vacuum advance and a "knock sensor", to ensure that the ignition system is constantly providing the proper advance for maximum torque, while preventing the knock prevalent in conventional turbo-charged engines.

With the 650 Turbo, Yamaha has re-defined the limits of functional, futuristic styling, power to weight and power to fuel efficiency.

On it, you'll re-define your limits as a motorbike rider.

If you're not quite ready for the Turbo yet we strongly suggest you take a look at the XJ.550, 650 or 750 mid-range bikes. While they're not quite as fast as the Turbo, their sophisticated engineering does make them

possibly the fastest motorcycles in their respective classes.

All feature Yamaha's light, performance proven D.O.H.C. fours and, like the Turbo, the 550 and 750 feature Yamaha's power-boosting and fuel-efficient Induction Control System. It swirls the petrol charge around the combustion chamber for more complete burning.

In short, if you've been wanting a light, high-performance technologically perfect bike, buy a Yamaha. Anything else just isn't in the race.



**DON'T FOLLOW ANYONE.**

