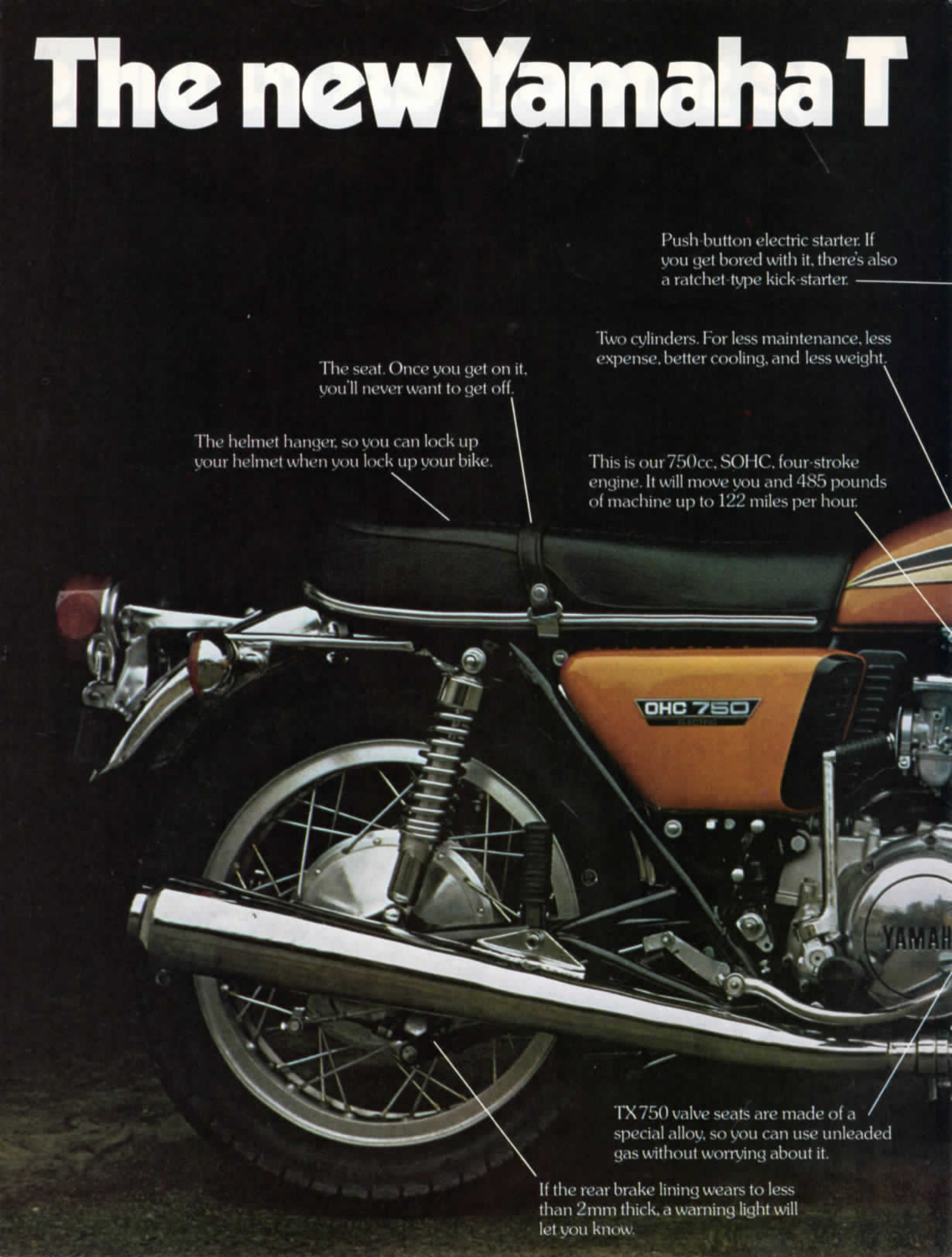
The smoothest running vertical twin ever built.



The new Yamaha T



X 750 Four-stroke.



TX 750



743cc, 4 stroke, twin, SOHC, air-cooled engine. Electric and primary kick starter. 5 speed constant mesh transmission. Net weight 485 pounds. Omni-Phase balancing system. Dry sump, trochoid pump lubrication system.

RD 350



347cc, 2 stroke, twin, 7-port engine with Torque Induction. Autolube lubrication system. Primary kick starter. 6 speed constant mesh transmission. Steering damper. Stop lamp outage indicator. Panel type instrumentation. Front wheel disc brake.

TX 650



653cc, 4 stroke, twin, SOHC engine. Wet sump, trochoid pump lubrication system. Electric (with compression release) and primary kick starter. 5 speed constant mesh transmission. Net weight 427 pounds.

RD 250



247cc, 2 stroke, twin, 7-port engine with Torque Induction. Autolube lubrication system. Primary kick starter. 6 speed constant mesh transmission. Steering damper. Stop lamp outage indicator. Panel type instrumentation.

TX 500



500cc, 4 stroke, twin, DOHC engine. 4 valves per cylinder. Wet sump, trochoid pump lubrication system. Electric and primary kick starter. 5 speed constant mesh transmission. Omni-Phase balancing system.

RD 60



60cc, 2 stroke, single, 7-port engine with Torque Induction. Autolube lubrication system. Primary kick starter. 5 speed constant mesh transmission. Double cradle, tube frame. Telescopic fork front suspension. Swing arm rear suspension.

'73 4-strokes.

You mention two-strokes to a motorcycle enthusiast, and he'll come back with one word.

Yamaha.

Now there's something else that will start him talking about Yamaha.

Four-strokes.

In 1970, we introduced the XS1, the first Yamaha four-stroke machine. 650cc's. It made a lot of touring riders a lot happier than they'd ever been before.

Now we're doing it again, only twice as much. With the TX500, and the new top of the Yamaha line, the TX750.

They're vertical twin-cylinder machines, only with something you could never have found in a vertical twin before.

Smoothness.

When Yamaha first started to think about a new line of four-strokes, there were two questions. Should they increase the number of cylinders to make a smoother engine? Or should they retain the simplicity, superior cooling, better lubrication and economy of two cylinders, and try to find a way to overcome the problem of vibration.

Yamaha chose simplicity. And instead of adding an armload of bearings and valves and cylinders, they designed a unique Omni-Phase Balancer to reduce vibration.



Omni-Phase Balancer Two balancers, driven by the crankshaft, offset the vibration caused by the crankshaft-piston assembly, and damp vibration equally at all RPM's. This unique mechanism, developed by Yamaha, has resulted in an almost vibration-free twin cylinder engine.

The result was just about the perfect machine. A four-stroke engine that combines the strength and simplicity of two cylinders with the smoothness of four.

But Omni-Phase Balancing, remarkable as it is, is only one of many reasons you should look at our new line for 1973. Each of the street machines has been engineered to suit the most demanding enthusiast, whether his interests are in touring, or commuting, or just cruising the back roads on a Sunday afternoon. A list of all the features would take an hour to read. Instead, why not just take an hour to ride?

Visit your Yamaha dealer. He'll show you why—part for part, feature for feature, model for model—Yamaha is unquestionably the better street machine.

'73 2-strokes.

What can you do when you already have the machines that have been called the best production street machines around?

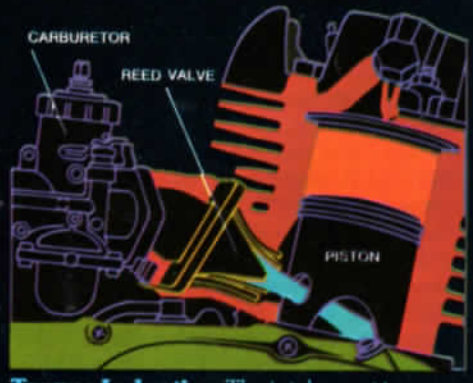
If you're Yamaha, you make the best better.

We've torn our two-strokes apart, tested them, examined them, compared them with the competition, and put them back together again with new features to make them brand new machines for 1973.

The newest feature is Torque Induction. This is the exclusive reed-valve fuel metering system that made Yamaha dirt machines the performance leaders in 1972.

But Torque Induction isn't the only difference between owning a Yamaha street machine and just owning a motorcycle. We've added a large front disc brake to our RD350, and both the 350 and the RD250 are now equipped with six-speed transmissions.

We've also designed a brand new motorcycle, mostly for your kids or your wife, called the RD60. It's big enough to do almost anything a beginner would want to do. And it's inexpensive enough to allow almost any family a chance to get together for the fun and excitement of riding.



Torque Induction The intake port is equipped with a reed-type valve between the carburetor and cylinder. This prevents "blow-back" of the mixture into the carburetor. Torque Induction means increased torque at low speeds, immediate throttle response, more precise intake and exhaust, and better fuel economy.

So whether you're interested in one of our new four-stroke street machines, or just a nice safe way to get your family riding with you on weekends, visit your Yamaha dealer.

One glance, and maybe a ride or two, will convince you that someday—maybe today—you'll own a Yamaha.

Someday, you'll own a Yamaha.