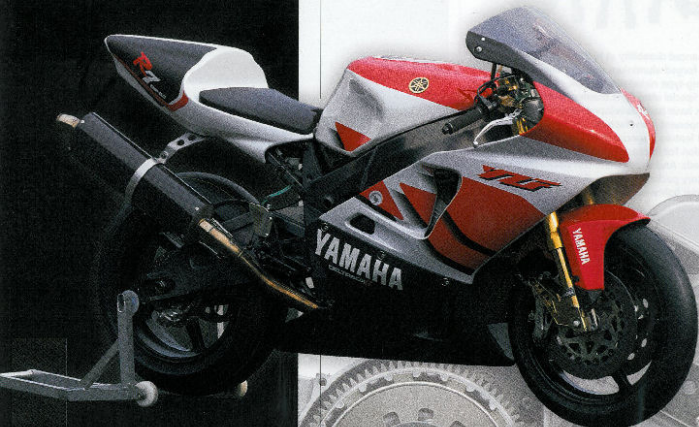


R7 CONCEPT



New R7. Where factory superbike engine design meets GP chassis technology!

In its first season, the R1 has totally transformed the large-capacity supersport scene. Its very special combination of high power, low weight and compact dimensions have made it the undisputed leader in its class. And now it is the turn of the all-new R7 to do the same in the 750 category!

Just like its legendary bigger brother, the R7 is powered by an extremely compact 5-valve in-line 4-cylinder engine equipped with a revolutionary 3-axis transmission.

Unique to Yamaha's R-series motorcycles, this space-saving gearbox design permits the use of a short-wheelbase GP500-style chassis together with a long swinging arm for highly agile handling characteristics. And to ensure world-class roadholding, the R7 runs with World Superbike-developed fully adjustable Ohlins front and rear suspension systems.

Equipped with race-proven technology from the Superbike and GP worlds, the exclusive R7 takes 750 superbike design to a whole new level.



BWC1 (Bluish White Cocktail 1)

YZF-R7

TECHNICAL SPECIFICATIONS

ENGINE		CHASSIS	
Type	Liquid cooled 4-stroke, DOHC, Forward inclined parallel 4-cylinder	Overall Length	2,060 mm
Displacement	749 cm ³	Overall Width	720 mm
Bore and Stroke	72 x 46 mm	Overall Height	1,125 mm
Compression Ratio	11.4 : 1	Seat height	840 mm
Maximum Power	78.1 kW (106.7 HP) @ 11,000 rpm	Wheelbase	1,400 mm
Maximum Torque	72.1 Nm (7.35 kgm) @ 9,000 rpm	Min. Ground Clearance	120 mm
Lubrication	Wet sump	Dry Weight	176 kg
Carburation	EFI Dual injection	Front Suspension	Ohlins upside down telescopic forks
Ignition	C.D.I.	Rear Suspension	Monocross Ohlins shock absorber
Starter System	Electric	Front Brake	Dual disc brake 320 mm Ø
Fuel tank Capacity	23 L	Rear Brake	Single disc brake 245 mm Ø
Oil tank Capacity	3.6 L	Front tyre	120/70 ZR17 (58W)
Transmission	Constant mesh 6-speed	Rear tyre	180/55 ZR17 73W
Final Transmission	Chain drive	Front wheel travel	120 mm
		Rear wheel travel	138 mm

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. The specification and appearance of Yamaha products can vary from time to time without notice, and as shown here are illustrative only and are not a contractual description of products. For further details please consult your Yamaha dealer.

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YZF-R7



Ultimate R-series superbike!



First came the R1. Then we launched the R6. Now the R-series is complete with the arrival of the revolutionary new R7! And high-performance motorcycling will never be the same again. Because Yamaha's R-series has changed the face of the supersport scene forever... and the rule book has gone out of the window.

Using an extremely compact 4-cylinder engine running in a short-wheelbase chassis fitted with an extra-long swinging arm, the limited-edition R7 delivers class-leading engine and handling performance to give outstanding race-winning potential.

Never before has any manufacturer created a production machine constructed to such an advanced specification. Employing white-hot technology lifted straight from our factory race bikes, the R7 represents the fusion of sophisticated superbike 4-stroke engine technology with cutting-edge GP-racer chassis design. We call it the "no-compromise" philosophy. And it's why the R-series is so far ahead!



The new R7 has been designed and built using Yamaha's "no-compromise" philosophy. And this approach has led to the development of a wide range of advanced new technologies designed to deliver significantly higher engine performance.

The R7's 5-valve DOHC cylinder head has been developed directly from our factory superbike racers, and features compact combustion chambers with straight inlet tracts that have been shaped using a numerically controlled milling machine for a

high degree of accuracy.

The high-efficiency head is equipped with lightweight titanium inlet and exhaust valves with aluminium valve spring retainers for accurate valve control at extremely high rpm—and to ensure

enhanced durability at high engine speeds the forged aluminium pistons benefit from racing-type nickel-plated tops.

Special ultra-light titanium connecting rods have been developed for the R7 by F1 component manufacturer Ken Matsuura, and feature a special H-shaped centre section for increased strength at racing speeds. And to complete this advanced factory package the new R7 runs with a special lightweight nitrided crankshaft.

Your own factory superbike



Feeding the R7's milled 5-valve combustion chambers is a dual electronic fuel injection system which makes for instant throttle response and optimal performance.

Engine efficiency is increased by an ECU (Electronic Control Unit) which constantly monitors throttle opening and rpm to ensure that fuel load and ignition timing are at their most effective settings. And for precision timing and strong high-rpm performance, compact plug-mounted ignition coils are fitted.

R7's close-ratio 6-speed gearbox runs with a special 3-axis layout utilising vertically stacked transmission shafts for reduced engine length—a feature which allows the use of a longer GP-type swinging arm.

A sophisticated wet clutch with a racing-style back-torque limiter helps prevent rear wheel hop when downshifting at high speeds. And to underline this remarkable bike's advanced race-bred specification the R7 runs dual large-capacity super-efficient radiators, as well as a lightweight race-type exhaust with spring-mounted headers and a carbon-wrapped aluminium silencer.

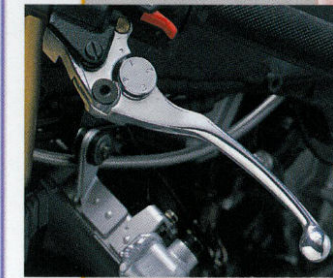
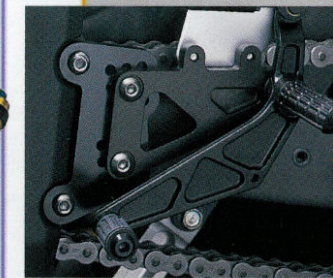
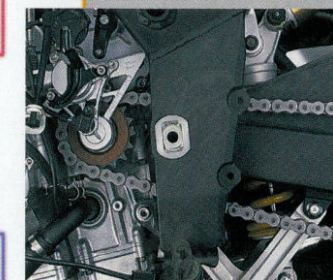
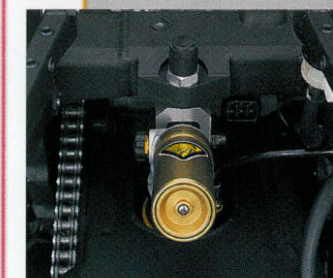
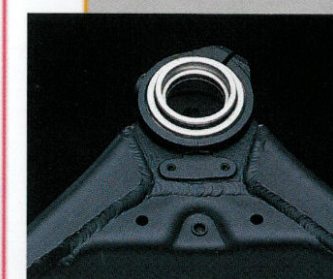
Developed using the in-depth knowledge gained from our World Superbike and GP500 racing programmes, the R7's black-coloured Deltabox II frame combines massive strength with an extremely low weight.

Pivoting further forward than on other machines, the R7's long, high-rigidity swinging arm substantially reduces engine power influences on rear suspension performance, while the short-wheelbase

chassis dimensions make for highly agile handling qualities.

Fully adjustable for preload and compression/rebound damping, the R7's massive 43 mm Öhlins front forks run with specially coated tubes for smoother action. Mounted in lightweight 3-bolt aluminium triple clamps, this racing-specification suspension system works together with the fully adjustable Öhlins piggyback rear shock to deliver class-leading roadholding.

And for high-performance braking during supersport riding applications the new R7 is equipped with dual large-diameter 320 mm discs slowed by compact R1-type one-piece calipers.



R7 owners can consider themselves to be part of a very exclusive club, because until now the only people to have access to such advanced chassis technology have been Yamaha factory GP500 riders!

In order to achieve optimal chassis strength the R7 is equipped with a specially developed steering head. Machined from solid aluminium and mated to the double-structured front section of the lightweight Deltabox II frame, this GP-proven design enhances rigidity and makes for more accurate feedback from the track surface to the rider.

At the bike's rear the undiluted GP influence is evident in the long truss-type swinging arm, an extremely light and stiff design which pivots close to the R7's midway point. While many conventional machines often have to utilise a short swinging arm in order to attain a short wheelbase, the R7's compact engine design has permitted our engineers to locate the pivot point further forward, thereby combining a short wheelbase with a long swinging arm design.

This revolutionary layout helps eliminate squat during acceleration, while the R7's race-developed

rear suspension mounting and linkage allow the fully adjustable Öhlins shock to function more efficiently.

And with details such as lightweight high-quality footrests and span-adjustable clutch and brake levers, it is clear that the R7 design team have paid attention to every detail, however small.

Instrumentation

Based closely on the design used on the outstandingly successful R1, the R7's lightweight instrumentation includes a compact digital speedometer and analogue tachometer.

Fairing

R7's highly aerodynamic wind tunnel-developed fairing is equipped with quick-release fasteners for easy access to the engine, and is fitted with distinctive twin projector headlights.