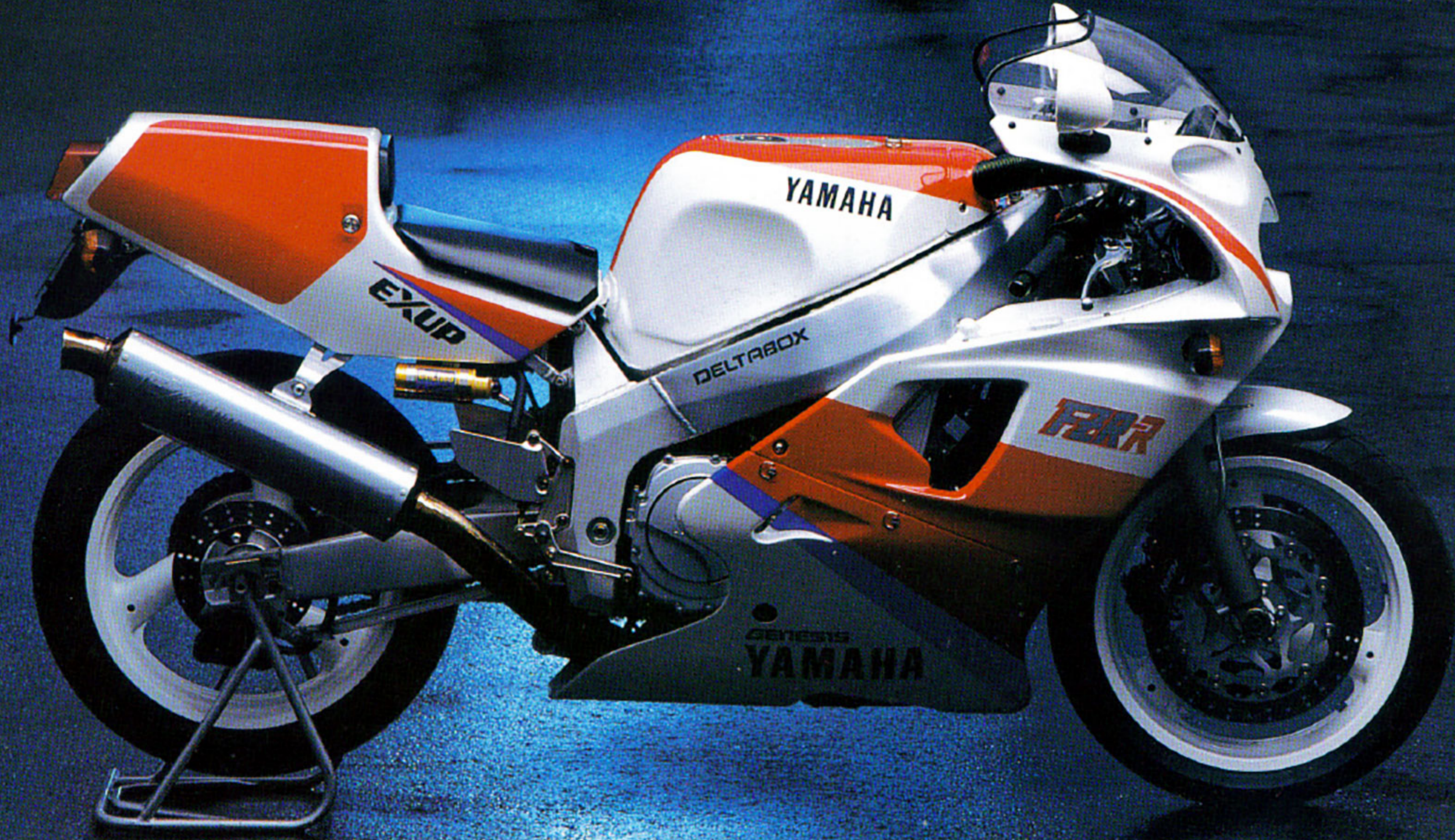


OW-01 FZR750R

YAMAHA



Yamaha OW01. Built without compromise for riders who won't accept second best.

This is a machine developed without any compromises. Designed by our leading race engineers, the 1990 OW01 has been built for one purpose. To win.

The motor is one of the most advanced in the business, with Yamaha's unique triple inlet and twin exhaust 5 valve cylinder head design that still leads the field. One of the most efficient top end configurations available, this system gives vastly superior performance over other designs.

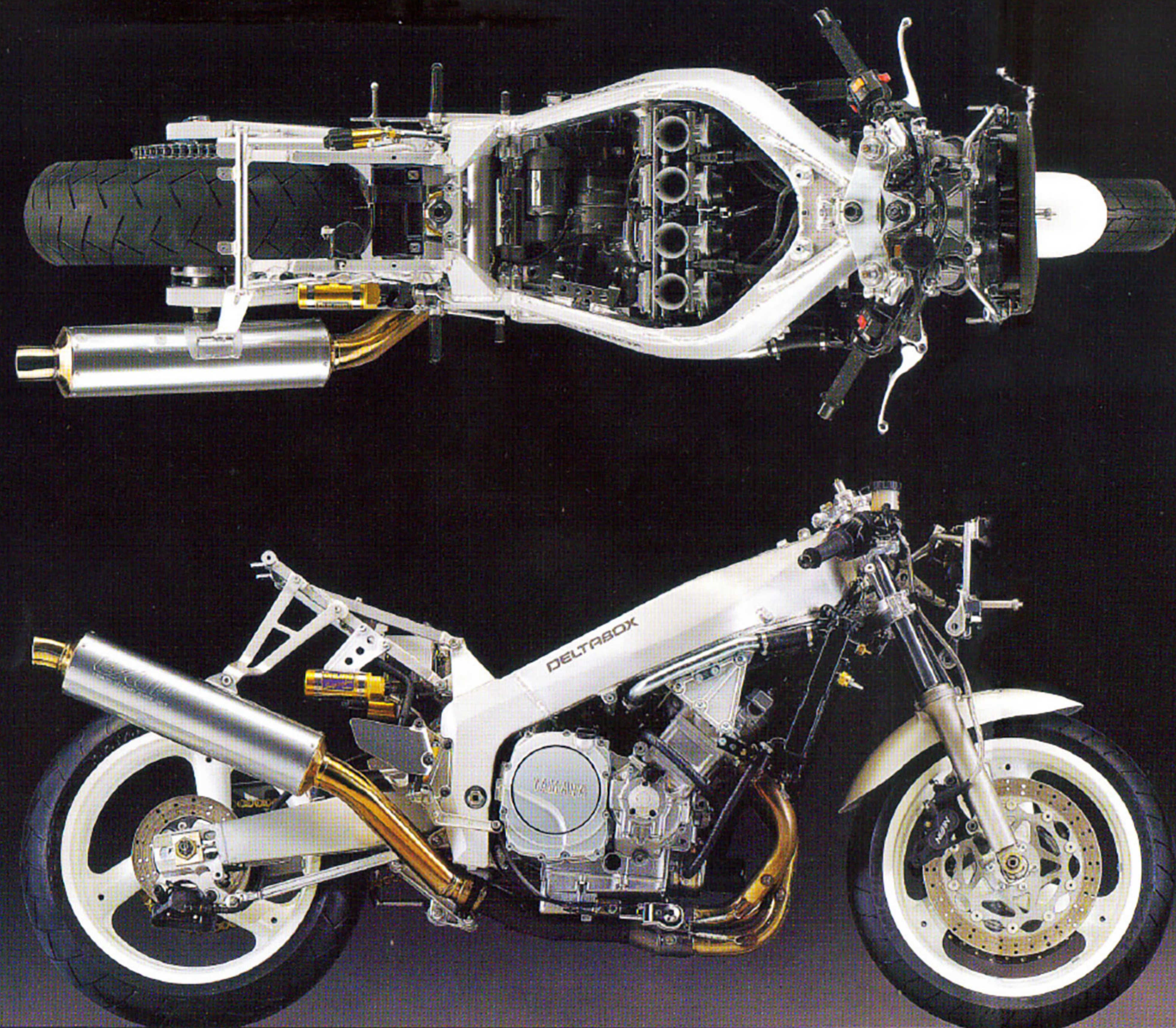
Permitting the use of downdraft carburetors with straight inlet tracts, the slant block motor keeps the weight low and well forward. And to increase chassis rigidity while saving weight, the compact powerplant is a fully stressed member, eliminating the need for downtubes.

Another weapon in the OW01's armoury is the revolutionary EXUP (Exhaust Ultimate Power Valve) system. Driven by a computer controlled servomotor, butterfly valves in the exhaust open and shut to harness power waves and significantly boost torque and overall performance. A major leap forward in four stroke technology, EXUP is one more example of Yamaha's innovative genius.

Chassis technology is fresh from the Grand Prix scene, with a super light fabricated alloy beam frame giving immense rigidity. And fully adjustable 43 mm diameter front forks and a state of the art Öhlins rear shock with Deltabox swingarm allow you to accelerate and brake at 100% with supreme confidence.

Never before has a machine with such a high level specification been released.

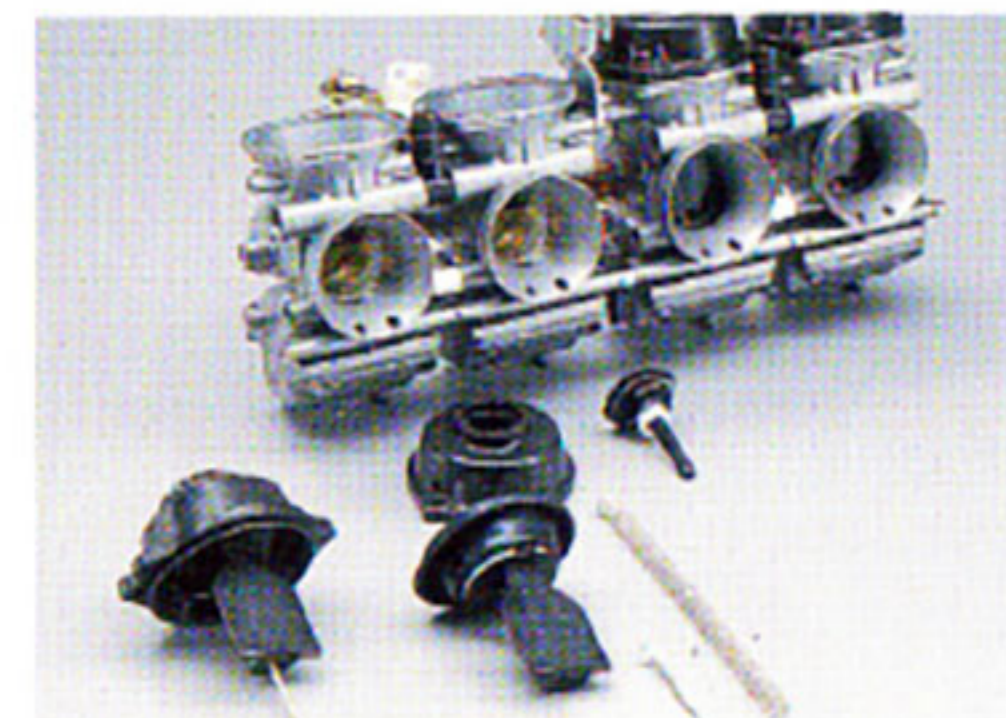
If you really want to win, then you had better start here.



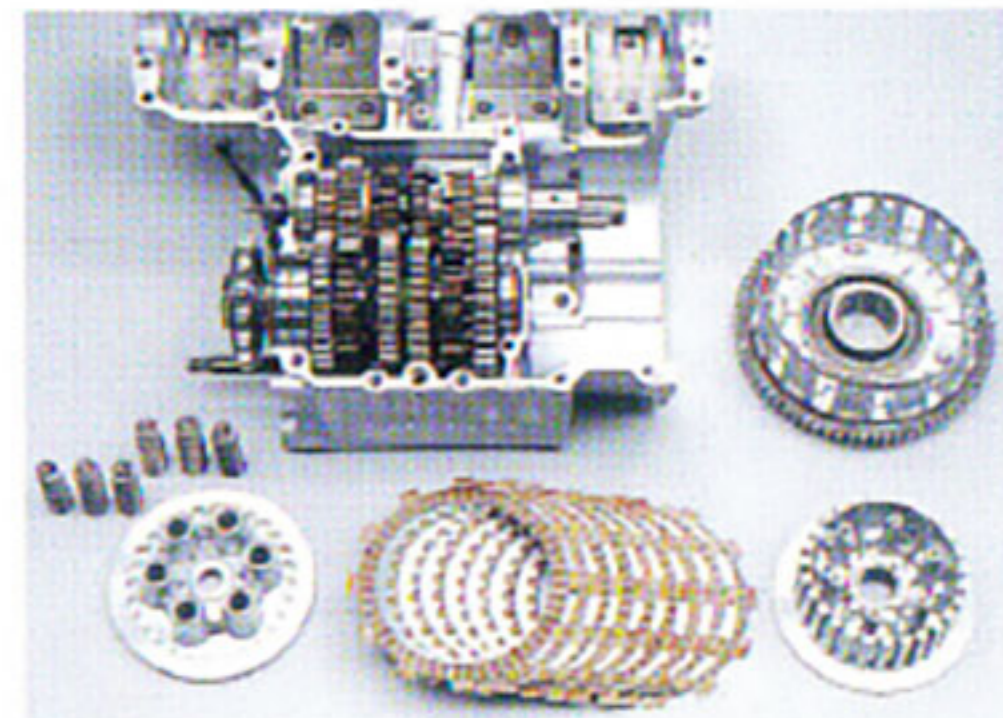
Incredibly strong and super light the OW01's titanium con rods offer excellent reliability. Dual ring pistons considerably reduce friction, allowing the short stroke motor to rev freely to 13,000 rpm.



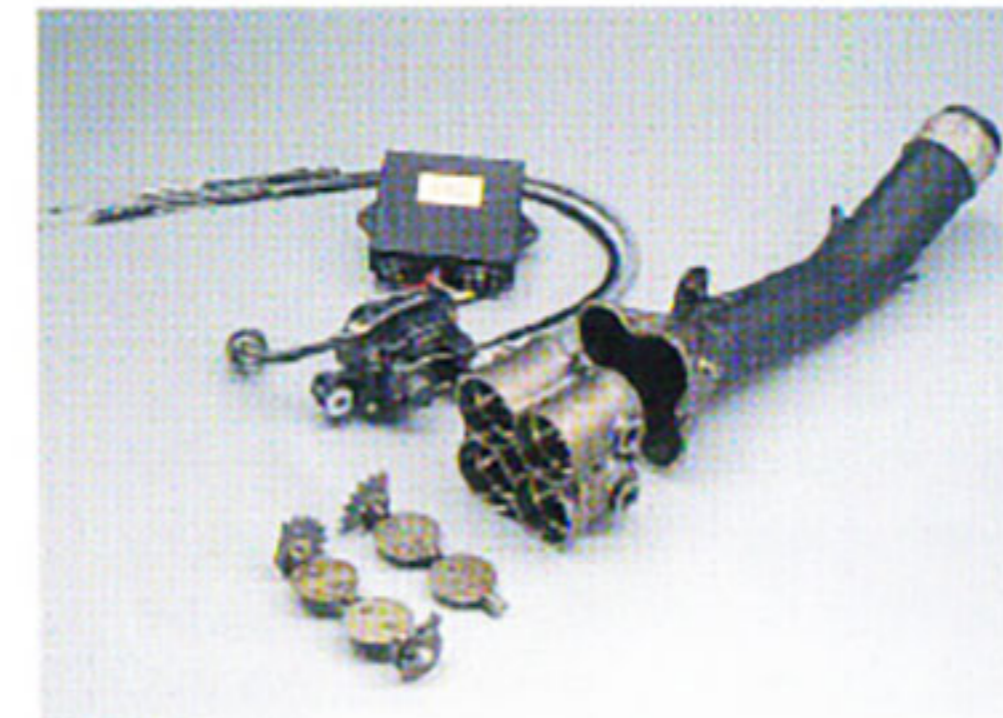
Developing substantially more power than alternative layouts, Yamaha's unique 5 valve head design leaves the opposition far behind. With three inlet and two exhaust valves, this configuration gives super-efficient combustion processes.



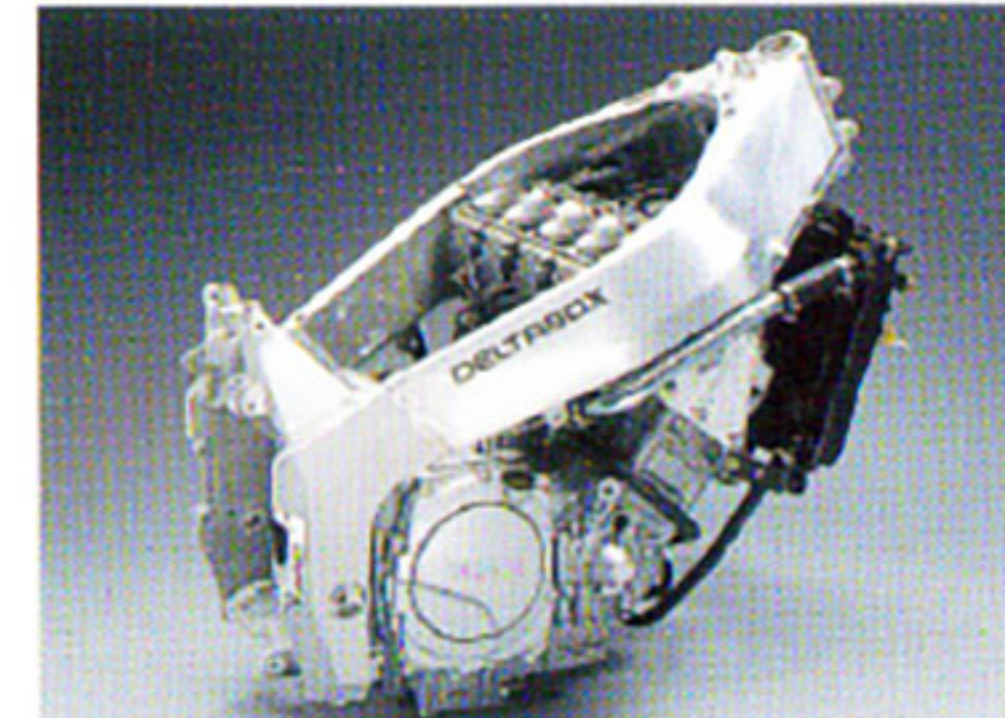
Four Mikuni BDST38 carburetors feed fuel/air mix through almost straight inlet tracts for more efficient cylinder filling. Flat slides ensure a smooth and instantaneous throttle response for improved performance.



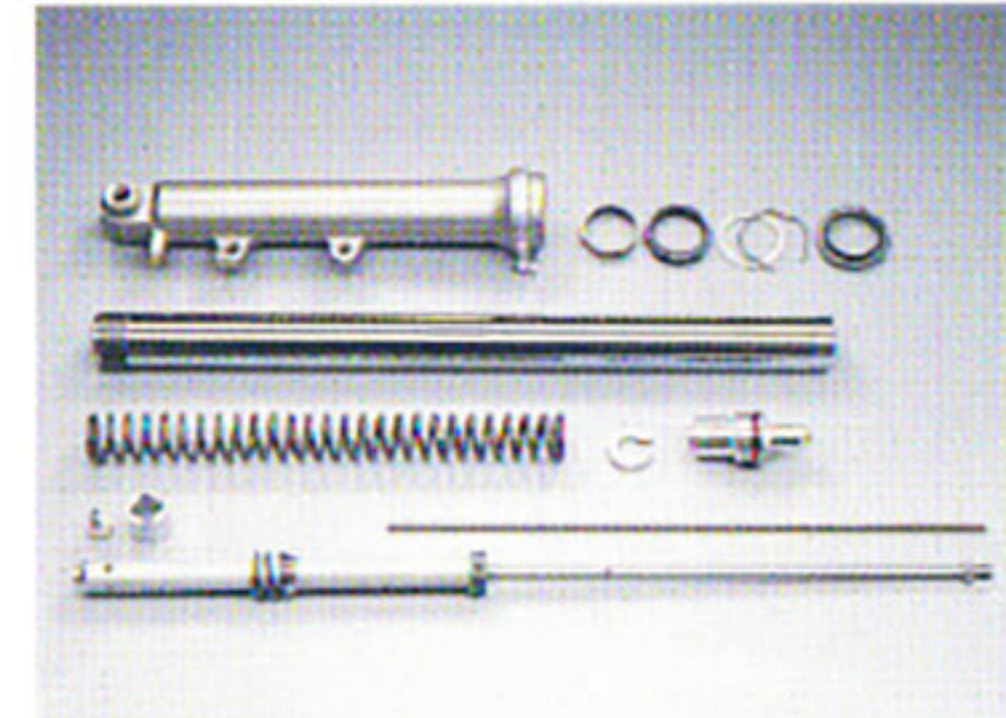
Six speed gearbox features closely spaced ratios carefully chosen to match engine characteristics and optimise overall performance. Clutch mechanism is straight from our factory racers, giving rapid and reliable gear changing under racing conditions.



The OW01 features Yamaha's revolutionary EXUP (Exhaust Ultimate Power Valve) system. By opening and closing butterfly valves in the exhaust, EXUP harnesses gas pressure waves to good effect, increasing torque and overall power throughout the rev range. Another Yamaha first.



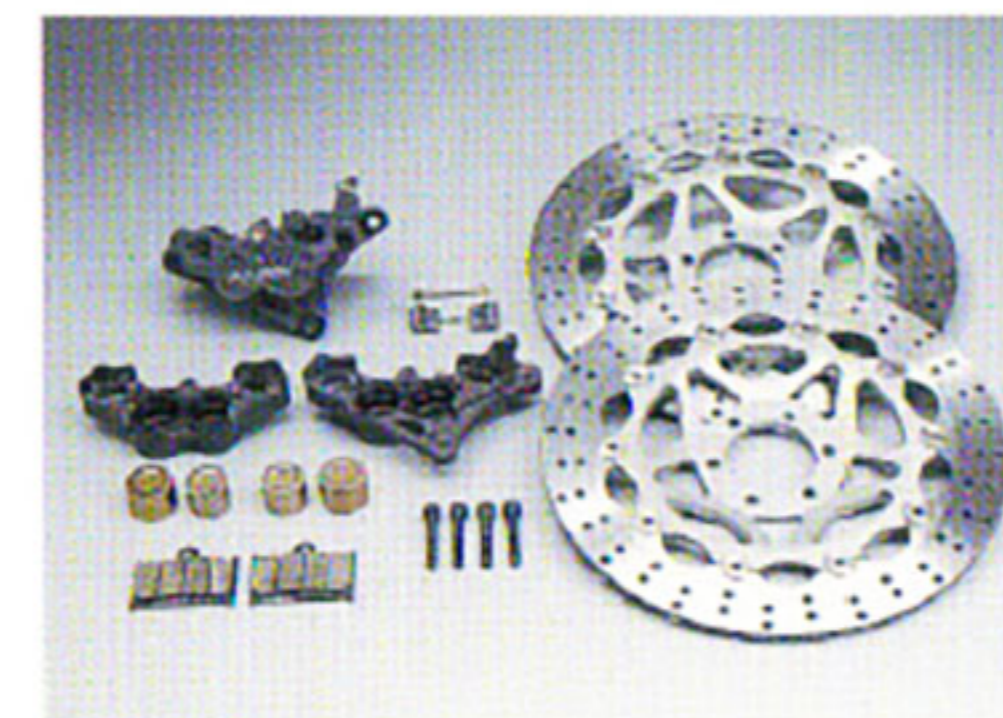
This is the design that has taken our YZR machinery to numerous Grand Prix victories. Manufactured from lightweight alloy, the widely spaced beams give immense rigidity for superb handling. Saving even more weight, the slant block motor is employed as a fully stressed member.



Fully adjustable for compression and rebound damping, the OW01's front forks can be accurately set up to suit different riding styles and track conditions. Short and stiff, the 43 mm diameter stanchions keep the front end under control during the most severe braking and on undulating surfaces.



Fabricated lightweight aluminium Deltabox swinging arm keeps unsprung weight low and resists lateral flex forces. Race perfected Öhlins shock absorber and rising rate linkages ensure the rear wheel stays hard against the track surface even under flat out acceleration.



Just like everything else on the OW01, the braking system is quite simply one of the best available. Four pot opposed piston Nissin calipers work on 320 mm diameter lightweight drilled front discs, producing incredible stopping force. Back end features a single 210 mm drilled disc with twin pot opposed piston caliper.



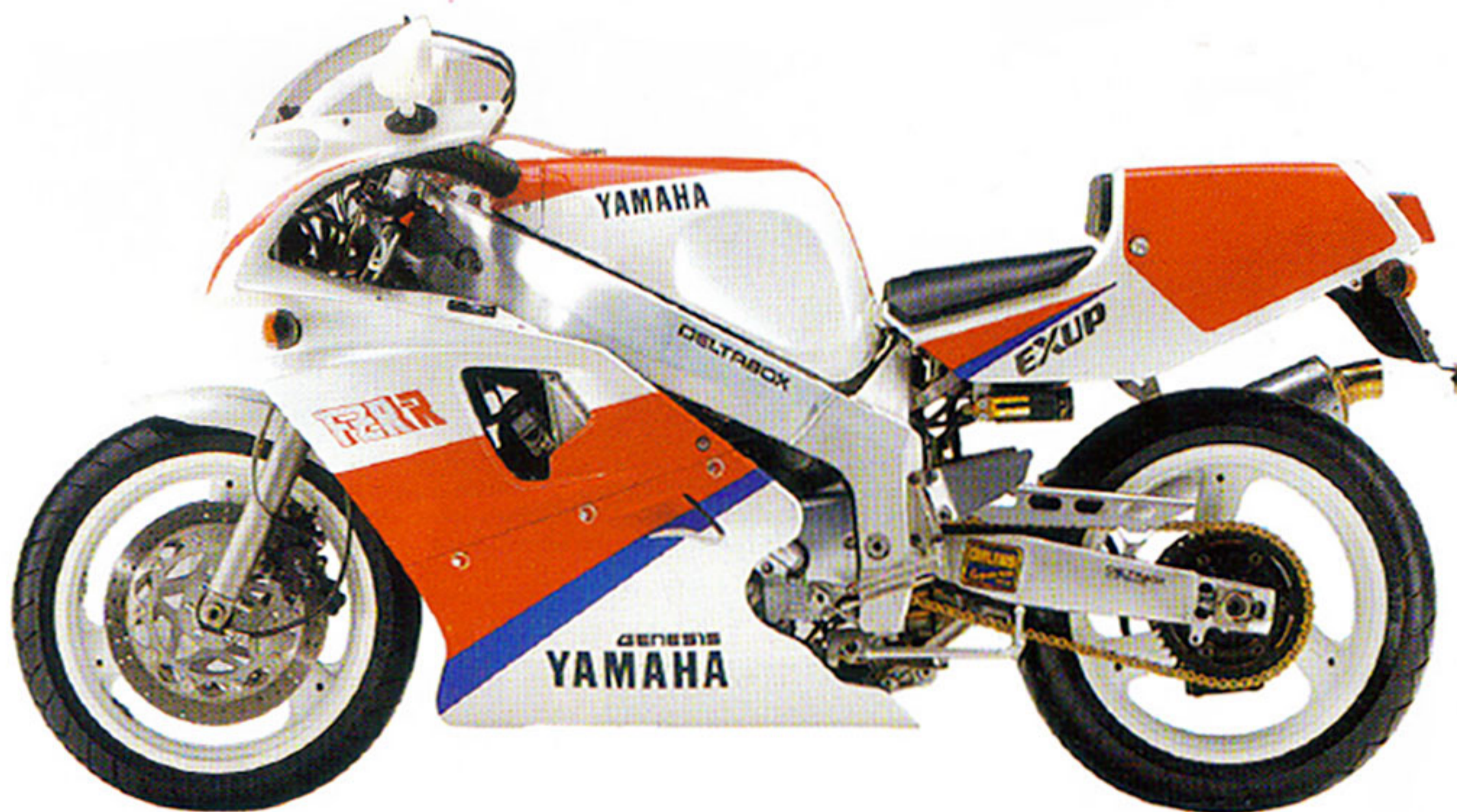
Lightweight alloy triple hollow spoke wheels are taken straight from our Grand Prix winning YZR racers. For 1990 they are fitted with new wider and lower profile Michelin Hi-Sport radial tyres to give even better traction.



Sleek, aerodynamic fairing has been wind tunnel developed to improve high speed handling and increase top end speed. Twin FAI (Fresh Air Intake) ducts force cool, fresh air into the flat slide Mikuni carburetors for more efficient breathing and cylinder filling.



Instrument panel features centrally mounted electronic tachometer, water temperature gauge and easy to read speedometer for at a glance information. Oil, neutral, turn and high beam warning lights complete the neat and compact display.



OW01 FZR750R TECHNICAL SPECIFICATIONS

ENGINE

Type 4-stroke, liquid-cooled,
DOHC 5 valve,
parallel four cylinder
Displacement 749 cc
Bore & stroke 72.0 × 46.0 mm
Compression ratio 11.2 : 1
Max. power 121.0 PS
(89.0 kW) @12,000 rpm
Max. torque 7.9 kg-m
(77.5 Nm) @9,250 rpm
Lubrication Wet sump
Carburation Mikuni BDST38 × 4
Ignition Transistor controlled
(digital)
Starter system Electric
Fuel tank capacity 19.0 l
Oil capacity 3.5 l
Transmission 6-speed
Final transmission Chain

CHASSIS

Overall length 2,180 mm
Overall width 705 mm
Overall height 1,160 mm
Seat height 780 mm
Wheelbase 1,445 mm
Min. ground clearance 120 mm
Net weight 187 kg
Front suspension Telescopic forks
Rear suspension Swinging arm
(Monocross)
Front brake Dual 320 mm discs
Rear brake Single 210 mm disc
Front tyre 130/60ZR17
Rear tyre 180/55ZR17

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 motorcycles shown here may vary according to requirements and conditions, and are subject to change without notice. For further details, please consult your Yamaha dealer.