

Main course

Historical Models Information

※In no particular order

※The information provided here may differ from the vehicle on display due to maintenance or other reasons.

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RZ250 (1980 / Production Model)

The RZ250 was a pure sports model that embodied the full appeal of Yamaha Motor's traditional two-stroke engine. Incorporating the advanced technology from the production racer TZ250, it featured a high-performance engine with 140 horsepower per liter, Yamaha's original Monocross suspension, lightweight cast wheels, and so on. These specifications produced overwhelming performances, and the sharp and aggressive styling built on the RD series' linear design evoked the look and feel of a true racing machine. As a result, the RZ250 captivated many fans. Along with its sibling model, the RZ350, which was nicknamed the *Nanahan Killer* ("750-killer"), the RZ250 changed the market trend that was shifting toward four-stroke machines. It became a landmark model that laid the foundation for the later "racer replica" boom, securing its place in the history of Japanese motorcycles.

Departing from previous styling methods where the tank and seat were arranged separately within a horizontal layout, the RZ250 introduced a new silhouette by integrating the tank and side covers into a continuous, cohesive form. This approach gave this machine a unique sense of movement with power and dynamic sharpness never seen before. In addition, the inclusion of knee indents (knee pockets) in the fuel tank allowed the rider to fit comfortably to the machine, embodying the concept of "rider-machine unity" both in terms of functions and styling. This feature became an essential design element in the subsequent road models.

TZR250 (1989 / Production Model)

The TZR250 (1KT) was released in 1985. Its development team included engineers working on Yamaha's factory road racing machines. It became the company's first production model to adopt the **aluminum Deltabox frame used for the YZR500. Combined with its newly designed engine**, the TZR250 provided a sophisticated riding experience never seen in the conventional road models, earning widespread acclaim from riders.

Back then, while rival makers were focused on developing V-type engines for road racing, Yamaha took a different approach. It adhered to the **rear-exit exhaust layout** adopted by the production racer model TZ250. As a result, it created a high-revving engine better suited for circuit driving with a 249cc displacement and 45ps at 8,000 rpm.

As for the expansion chamber known as the hallmark of the rear-exit exhaust layout, this production model, unlike race machines, required a huge clearance volume for heat protection between the chamber and the side fairings. This posed a considerable design challenge. To address this problem, designers calculated the chamber volume, restructured the shape, and adjusted the clearance for the maximum width. They discussed with engineers about how to create the side cover shape riders felt comfortable with and worked out a styling that was not only functional but also organically structured and appealing to the rider's emotions.

FZ250 Phazer (1985 / Production Model)

In the 1980s, many science-fiction films were provided to the public in Japan. Combined with a social atmosphere of the times, they fostered a sense of optimism toward the future.

Motorcycle design, too, sought to break the mold of stereotypes and provide new values through multiple prototype models.

Guided by progressive ideas for engineering, Yamaha aimed to develop a 4-stroke DOHC inline-four engine producing a 45ps at 14,500 rpm for this machine. It was the one with unprecedentedly ambitious specifications at the time.

While most of the design ideas were eliminated at the stage of initial sketches and never used for the development of real production models, Yamaha focused on introducing a new method to recreate the structure of existing motorcycles instead of using futuristic sketches for expressing mere appearances. For example, instead of adopting the conventional idea of fixing the fuel tank on the frame as an exterior component and attaching the seat and covers with screws from the lateral side, Yamaha introduced a completely new approach to fix the tank directly to the frame. The headlight unit and multiple covers were assembled in advance and then fixed to the frame with a minimum number of bolts.

This method enabled a clean styling with a sense of unity and continuity that looked unlike anything seen before. By thinking outside the box, this model managed to create an innovative futuristic image.

DT200R (1984 / Production Model)

Off-road motorcycling culture, which had been flourishing in North America from the 1970s, spread to Japan in the 1980s. As a result, enduro racing (off-road competition on unpaved roads such as forest trails and mountain paths) grew in popularity. Thanks to its relatively safe and accessible nature, riders from diverse age groups enjoyed weekend race events across the country.

The DT200R was developed as a trail model available on public roads, incorporating the mechanism and performance image of competition motocross motorcycles. Weighing 99 kg in dry weight, it featured a water-cooled, 2-stroke, single-cylinder engine. It was also equipped with YEIS (Yamaha Energy Induction System) to smooth intake pulsations and YPVS (Yamaha Power Valve System) to optimize exhaust efficiency. With these features realized by Yamaha's unique 2-stroke technologies, this model delivered a high power of 30 PS at 8,500 rpm. Its advanced nature was also found in its front disc brake designed specifically for trail use.

In terms of design, the extended seat front overlapping the fuel tank, a styling feature first introduced in the motocrosser YZ490 in 1981, served as an iconic functional element enabling freedom in off-road riding. It can be seen as the origin of the fully flat silhouette seamlessly integrating the tank, seat and tail cowl, which has been introduced in the modern YZ series.

TDR250 (1988 / Production Model)

The **Pharaoh Rally**, which was held from 1982 to 1996, was a grueling endurance race across the Egyptian desert in northern Africa. It covered approximately 4,800 kilometers in 11 days and was regarded as a preliminary event for the Paris-Dakar Rally.

In 1987, a prototype of the TDR250 entered the Pharaoh Rally and clinched the **class victory. Its high potential deserved the name of TDR (Twin Dirt Racer). This model was developed with its engine based on the 249cc parallel-twin 2-stroke engine** from the TZR250 (2XT) delivering **45ps at 9,500 rpm. With its body weighing 134 kg**, the TDR250 boasted strong acceleration and agile handling both in off-road and street scenes.

Unlike large-displacement rally machines such as the Tenere, the TDR250 focused on the unique advantages of the 250cc class: the compact size and rider's feelings that closely matched human proportions. As a result, a challenge was presented in designing the exhaust chamber layout. After discussing various layouts, the development team adopted a layout with two chambers crossing in front of the exhaust port like a human's folded arms. This solution led to a design that provided riders with a high level of freedom in controlling the machine on a slim seat.

FZR400R (1986 / Production Model)

In the early 1980s, Yamaha promoted the development of 2-stroke models with its focus on racing as seen in its launching the RZ250 to the market. Meanwhile, most of its 4-stroke models were developed for touring use.

As the racer-replica boom intensified in the market, Yamaha began to develop models incorporating the know-how from its F3 (Formula 3) factory race machines. Based on the water-cooled 4-stroke engine of the XJ400ZS, the FZR400R's engine performance was enhanced from 55ps to 59ps at 12,000 rpm with its displacement of 399cc unchanged. Coupled with its lightweight body of 165 kg with a 16-inch front and 18-inch rear tire, this model gained popularity in the market as a full-fledged racer replica.

Its design featured a dual-headlight, reminiscent of endurance race machines. Designers aimed to create a sense of unity between rider and vehicle when the rider took a prone position. For this purpose, the fuel tank was made with a two-tiered structure to keep its surface as flat as possible. This design successfully produced a flat impression while meeting the strength requirement for manufacturing commercial products.

Typically, full-fairing models are popular in the racer-replica category. But, as for the FZR400R, the half-fairing version introduced in its first-generation model gained enormous popularity. This is an example that well-balanced design is more appreciated than the category's image itself.

TZ250 3TC (1990 / Racer)

In 1973, Yamaha Motor released the TZ250, a production racer with a water-cooled two-stroke parallel-twin engine, as the successor to the air-cooled machine TD-3. From 1976 onward, this model introduced features such as a Monocross suspension and disc brakes on both the front and rear wheels, significantly improving the chassis and handling quality.

As two-stroke machines dominated the racing scene from the 1980s through the 1990s, Japan's four major motorcycle makers engaged in fierce competition in technological development.

A notable trend in the 1980s was the incorporation of racing technologies into production models. Many young riders at the time enthusiastically embraced these higher-spec machines with race-oriented designs, setting off an unprecedented racer replica boom in Japan.

Based on the engineers' belief that the ideal two-stroke engine should be achieved through a straight exhaust system, 3TC's development team challenged the conventional idea that the engine sucked in air from its rear and exhausted fumes at its front. And they realized a new layout where intake was from the engine front and exhaust went straight to the rear via linear chambers.

In 1991, a new model equipped with a V-twin engine was developed. The TZ250 line continued to evolve for over 30 years until the 2009 model was released.

RZV500R (1984 / Production Model)

The RZV500R was a motorcycle that incorporated technologies from Yamaha Motor's factory Grand Prix machine YZR500 and symbolized the "racer-replica boom" at the time. It was the first production model to feature a two-stroke V4 engine using two different intake systems—piston-reed valves for the front cylinders and crankcase-reed valves for the rear cylinders. And its rear suspension was mounted horizontally beneath the engine. Yamaha introduced such innovative technologies throughout the machine, reflecting the company's challenge spirit.

While rival makers introduced 400cc models that could be driven with a mid-class license, Yamaha remained committed to the 500cc class, which required riders to obtain the far more difficult restriction removal license at the time. Some young riders reportedly attended driving schools specifically to obtain this license so they could ride the RZV500R. That was a testament to how this model generated passionate followers.

Remembered as the pinnacle of two-stroke sport models, the RZV500R has continued to be celebrated by many people to this day.

XJ750E (1981 / Production Model)

The XJ750E was a model that clearly embodied Yamaha Motor's core philosophy of creating motorcycles focused on the concept of "slim, compact, and joy of handling." Its air-cooled, 4-stroke, DOHC inline-four engine achieved a narrower engine width than conventional 750cc-class four-cylinder engines by positioning the generator behind the cylinders. The cylinders, with their finely cut cooling fins, gave the machine a strong, distinctive presence. This model adopted a shaft-drive system, which offered easier maintenance, and delivered smoother and quieter operation with less vibration compared to the chain-drive system.

Thanks to its light, controllable handling suited even for long-distance touring, the comfortable ride provided by the shaft drive, and its highly reliable engine, the XJ750E earned a strong following as a sport tourer. It also served as a model that defined the direction of the subsequent XJ series.

FZ750 (1985 / Production Model)

Until the late 1980s, Japanese manufacturers voluntarily put a 750cc cap on the displacement of motorcycles and focused on developing models for this class.

The FZ750 was developed as a 750cc supersport based on Yamaha's unique "Genesis" design philosophy, which pursued a synergy of enhanced engine performance and improved vehicle handling and stability. It was the world's first production motorcycle to adopt a 5-valve DOHC inline-four engine mounted at a 45-degree forward tilt, surpassing the limits of conventional engine technologies. Its design and development proved its worth in the Suzuka 8 Hours Endurance Race and the Daytona 200 where Yamaha competed using production-based machines. As a result, the technologies for the FZ750 were introduced to other displacement classes and categories and became a key factor to promote dramatic evolutions in Yamaha's four-stroke models.

Meanwhile, it used a 16-inch front wheel following the trend at the time. Unlike models from other makers, it delivered original ride qualities with stability and flexible control, worthy of the reputation of "Yamaha's quality handling."

This model's distinctive twin-headlight front face was designed with inspiration from the then-innovative endurance racer *elf*.

FZR750R OW-01 (1989 / Limited Production Model)

The FZR750 (development code: OW-74) was Yamaha Motor's first four-stroke factory machine, which was developed to compete in the All Japan Road Race Championship and the Suzuka 8 Hours Endurance Road Race in 1985. At the Suzuka 8 Hours, Kenny Roberts and Tadahiko Taira paired up to race this machine. Starting from the pole position, they led the race far ahead of the rest, but the race ended up with a dramatic result as they were forced to retire just before the finish line.

The FZR750R (OW-01) was a limited-release homologation machine designed to compete in the Superbike World Championship. It featured a body structure similar to the YZF750, a four-stroke machine exclusively developed for the TT-F1 road race in the late 1980s. In Japan, it was released as a limited edition of 500 units priced at then-premium two million yen. Because it received a flood of orders, all units were sold through a lottery system.

The FZR750R fully incorporated the technology from the factory machine YZF750, which had won straight victories at the Suzuka 8 Hours in 1987 and 1988.

Boasting exceptionally high performance and quality as a base machine for racing, this flag ship model featured a newly designed aluminum Deltabox frame, a five-valve DOHC inline four-cylinder engine with titanium connecting rods and a close-ratio 6-speed transmission, and Öhlins rear suspension.

YZF-R7 OW02 (1999 / Limited Production Model)

The YZF-R1, released in 1998, was developed with the aim of creating an unprecedentedly lightweight and compact supersport in the 1,000cc class at the time. For this purpose, the development team formulated its basic design from scratch. As a result, a highly original design was created, distinguishing it from existing racer-replica models. Later in 1999, the YZF-R6 with a 599cc engine was launched in the market, sharing the same design system and focused on circuit riding.

The YZF-R7 was a homologation model equipped with a 750cc engine. It was produced in a limited run of 500 units worldwide with the intention to compete in the Superbike World Championship.

Its appearance was close to the image of the R1. But, with the adoption of small projector headlights, it achieved a more compact and sharp-looking design around the front cowl. In addition, the use of quick fasteners made it easier to remove the cowl during races. It also featured a large aluminum fuel tank and increased functionality of individual body components. All these were combined to express a serious functional beauty down to the smallest details.

SRX600 (1985 / Production Model)

The racer-replica boom in the 1980s was triggered by the concept of compactness and high performance, a set of values that enhanced competitiveness of Japanese products. In this period, major advances were made in manufacturing technology as well as in the development of highly powerful models, leading to a significant expansion in the freedom of design expression.

Meanwhile, a buoyant mood in society that led to Japan's economic bubble invited a fierce and even excessive competition for higher performance. As a result, many products were brought to market in succession, targeting a small circle of enthusiasts.

Against these backdrops, Yamaha's attempt to propose a motorcycle anyone could enjoy riding freely, while providing lasting pleasure in watching and polishing them over time, could be regarded as a challenge going against the times.

In contrast to the authentic presence of the SR400, the SRX600 featured a square-section space frame that highlighted the era's technological progress and metallic texture that enhanced the mechanical beauty of the machine. In addition, every detail from the fuel-tank cap, instruments, and turn signals to the cross-sectional shape of the frame was newly designed for the SRX, expressing an "attractive functional beauty" of the machine. The fuel tank, with its graceful form and a strong presence, was worthy of special attention as it contrasted with the hard and refined body structure.

The SRX600 delivered the joy of human-scale riding while also inspiring a sense of proud ownership during maintenance. As a machine used in free time, it embodied Yamaha's unique aesthetics for matured motorcycle riders. Even now, many motorcycle fans regard this machine as one of Yamaha's iconic models

XV750 Special (1981 / Production Model)

The XV750 Special was Yamaha Motor's first cruiser (American-style) model powered by a full-fledged V-twin engine. Refining the style of the XS650 Special, its design featured solid appearance combined with classic elegance. As a result of adopting a monocoque backbone frame that used the engine itself as an element to enhance the structural strength, the presence of the centrally mounted V-twin engine served as a defining element of design.

The voluminous teardrop-shaped fuel tank rose up toward the head pipe from the low seating position. In addition, the distinctly stepped seat seemed to press down on the rear tire, emphasizing the presence of driving wheels. These features expressed the ambience completely different from that produced by European-style road sport models.

The success of the XV750 Special defined the direction of Yamaha's future lineup of cruiser models. Its V-twin engine later went through multiple updates and was passed down to its successor models such as the Virago and DragStar series, contributing to laying the foundation of Yamaha's cruiser brand identity.

XT500 (1976 / Production Model)

The XT500 was Yamaha Motor's first motorcycle equipped with a 4-stroke single-cylinder engine. It is also known as the origin of the later single-cylinder road sport models, the SR500 and SR400.

Based on the competition enduro machine TT500, the XT500 was developed as a big single trail model available for driving on public roads. It featured outstanding durability, a powerful torque-producing engine, excellent traction performance, an exceptionally lightweight 139 kg body. The innovative "*oil-tank-in-frame*" system, which allowed the frame to serve as an oil tank, was newly developed for this machine and later inherited by the legendary SR models. While following the image of the "DT Series," its design pursued a more authentic off-road style characterized by simple and streamlined functional beauty. It also showed remarkable success in motorsport as the Sonauto Yamaha team in France used XTR500 machines to compete in the first Paris–Dakar Rally in 1979 and achieved a one-two finish. The XT500 became enormously popular not only in North America but also in Europe.

XTZ750 Super TENERE (1989 / Production Model)

The Dakar Rally, previously known as the **Paris-Dakar Rally**, has long been synonymous with rally racing. In 1979, Sonauto Yamaha, then Yamaha's importer in France led by Jean-Claude Olivier, participated in its first rally with a modified XT500 equipped with a large fuel tank to win the overall victory.

Building on this success, Yamaha launched in 1983 the XT600 Tenere with a large 30-liter fuel tank. This led to the development of Yamaha's "adventure" models such as the XT600Z Tenere and XTZ660 Tenere. In 1987, the company started developing the YZE750 Tenere, a factory machine called OW93. Taking a cue from this model, Yamaha created the production model Super Tenere, which served as a base for designing the factory machine YZE750T Super Tenere. This machine dominated the 1991 Paris-Dakar Rally with its winning the first through third places on the podium.

In developing the production model, Yamaha focused on the two key goals: One was to "outperform other machines in savannah races" and the other was to "cruise comfortably at 150 km/h for over two hours." Based on these concepts, its design sought to balance a styling with an impression of carved-out-of-stone robustness and a sense of dynamic speed. Its bold, vertically split two-tone color scheme helped emphasize the integration of two different factors in this machine.

SR500 (1978 / Production Model)

In 1970, the Japan World Exposition was held in Osaka. Around that time, while Japan was reaping the benefits of the post-war high economic growth, it was confronted with many problems such as the oil crisis and environmental pollution. Meanwhile, the United States was suffering from economic instability, yet the popularity of dirt track racing surged thanks to Kenny Roberts, who became the youngest rider to win the AMA Championship.

Inspired by this trend, Yamaha developed a big single-cylinder sports motorcycles using the engine from the XT500. In contrast to the British-made single-cylinder motorcycle featuring an upright OHV engine, Yamaha created an original SR style with a combination of a forward-inclined OHC big single engine and a teardrop-shaped fuel tank.

The SR500 was equipped with an air-cooled, 4-stroke, SOHC, 2-valve, single-cylinder 499cc engine producing a maximum output of 32 PS at 6,500 rpm. Its variation model with a different displacement, the SR400, survived multiple existential crises caused by emissions regulations and other problems until its production ended in 2021. In the early 1980s, Yamaha decided to discontinue the SR in favor of its planned successor, the SRX. However, after further internal review, the distinctive "SR brand" design was re-evaluated, leading to a strategic shift to selling the SR alongside the SRX. As a result, the SR became an ultra-long-selling model that outlasted the SRX, with a run of 43 years in production and over 120,000 units manufactured.

GX750 (1976 / Production Model)

The GX750 was launched in 1976 as the top model of the GX series. It featured a laterally mounted, air-cooled, inline-three DOHC engine, a 5-speed transmission, shaft drive, and disc brakes (double at the front and single at the rear), delivering excellent performance, durability, and reliability. Its compact three-cylinder engine was mounted low in the frame, helping to lower the machine's center of gravity while maintaining sufficient bank angles. With this layout, the machine achieved a high-level balance of comfort, riding stability, and light and nimble driving feel during high-speed cruising. As a high-performance sports model, it boasts the accumulated sales of 151,000 units worldwide.

This advanced three-cylinder engine marked a starting point leading to the later MT900 series.

RD250 (1973 / Production Model)

Inheriting the lineage of Yamaha Motor's two-stroke, two-cylinder sports models, the RD250 incorporated numerous technologies developed through racing activities. It delivered powerful yet easy-to-handle performance at mid-low speed range along with quick acceleration. The RD250 overwhelmed its rival machines with its nimble performance embodying the concept of "rider-machine unity" as well as its body featuring a distinctive frame and a front hydraulic disc brake.

It could be said that the RD250 was the culmination of Yamaha's two-stroke sports models. The technologies and design developed through this model were passed on to the later "RZ250," which featured a water-cooled two-stroke engine, and became a driving force for a great sensation.

YA-3 (1959 / Production Model)

The YA-3 was the successor to the YA-2, a production model that received the first Good Design Award under the G-Mark system and was highly praised for its design.

Inheriting the engine of the YA-1, the YA-2 featured original design in its frame, suspension and exterior components. Its harmonious and productive styling was highly acclaimed, as exemplified in its robust fuel tank that exuded dynamic ambience of the entire vehicle.

The YA-3 inherited this basic design concept and introduced several enhancements. It featured a sleek, robust, high-rigidity pressed steel backbone frame. Its compact, high-performance 125cc 2-stroke single-cylinder engine was newly equipped with a lightweight and compact starter-dynamo. It allowed the engine to start with a push of the button, and after ignition, the same unit functioned as an ignition dynamo to supply electricity and charge the battery. Furthermore, carburetor refinements improved the fuel efficiency, leading to the machine's enhanced practicality. The fully enclosed chain and the suspension removed decorative elements. Its styling harmonized chic and functional presence with a sense of lightness, becoming a new origin of Yamaha Motor's identity as a "design-focused" company.

SR400S (1992 / Production Model)

The SR400S was a long-selling single-cylinder road sport motorcycle representing Yamaha Motor's lineup. Its design, which sought to express "timeless beauty," featured a teardrop-shaped fuel tank with elegant curves, a simple seat, and high-quality chrome plating on the front and rear fenders and the muffler. These elaborately crafted elements reflected a spirit of craftsmanship and showcased the premium quality of the SR. Its air-cooled, 4-stroke single-cylinder SOHC engine, inherited from the XT500, delivered a powerful "pulse" unique to single-cylinder engines, constituting an essential part of the SR's identity. The double-cradle "oil tank-in" frame contributed to the rigidity of the entire vehicle and the motorcycle's overall design.

The SR400S featured a simple and well-balanced component layout with no strong characteristics. As a result, it became a popular base model for user customization with a wide variety of aftermarket kits developed over time. This ease of customization was one of the reasons that made this model a long-lasting product. Meanwhile, the SR was positioned as a rare model in that many owners who customized their vehicles later chose to return them to the original state. Although its shape has remained mostly unchanged over 40 years and so, Yamaha has continued to offer new color variations based on several basic plans in order to balance the SR's unique character and a sense of freshness.

XT500 (1976 / Production Model)

The XT500 was Yamaha Motor's first motorcycle equipped with a 4-stroke single-cylinder engine. It is also known as the origin of the later single-cylinder road sport models, the SR500 and SR400.

Based on the competition enduro machine TT500, the XT500 was developed as a big single trail model available for driving on public roads. It featured outstanding durability, a powerful torque-producing engine, excellent traction performance, an exceptionally lightweight 139 kg body. The innovative *"oil-tank-in-frame"* system, which allowed the frame to serve as an oil tank, was newly developed for this machine and later inherited by the legendary SR models. While following the image of the "DT Series," its design pursued a more authentic off-road style characterized by simple and streamlined functional beauty. It also showed remarkable success in motorsport as the Sonauto Yamaha team in France used XTR500 machines to compete in the first Paris–Dakar Rally in 1979 and achieved a one-two finish. The XT500 became enormously popular not only in North America but also in Europe.

XP500 TMAX (1991 / Production Model)

In urban areas of Italy and France, where traffic congestion and parking shortages were serious problems, large scooters offered a way to navigate the city without damaging the riders' fine suits or leather shoes. Meanwhile, people in Europe who had to commute medium distances were anticipating the release of commuters that were able to cruise at over 120 km/h on expressways.

In the development of a new high-performance scooter, two design directions were considered: one focusing on a prestige image created by enhancing the functionality and comfort of existing large scooters to a more luxurious level, and the other adopting an image of a super sport motorcycle with its overwhelming performance expressed on entire body. The latter was eventually chosen.

A custom-designed 499cc water-cooled 4-stroke DOHC 4-valve engine was mounted in the frame as a reinforcing component. The use of an independent swingarm helped reduce the unsprung weight, and the front fork was equipped with a top bridge similar to those found on on-road sport motorcycles.

By reducing the weight, lowering the center of gravity, and concentrating the mass, this model achieved an excellent riding performance exceeding that of traditional large scooters.

The design for this machine, which mounted the engine at its center as if it connected powers from the front and rear wheels, was dubbed the *"boomerang design."* It became an essential feature of Yamaha's high-performance scooters that has continued to the present-day MAX series.

XS650 Special (1978 / Production Model)

The XS650 Special was developed based on the TX650, a sport model equipped with a vertical-twin engine. It featured a simple American-style design with a semi-chopper handlebar, teardrop fuel tank, king-and-queen seat, chopped fenders, short megaphone mufflers, and wheels of 19 inches at the front and 16 inches at the rear. It offered the horseback-riding posture popular among riders in North America and became the forerunner of Yamaha's "Special" series, which later served as the symbol of American-style cruisers of Yamaha.

Though modest in appearance, the stepped seat, which was developed to improve comfort for tandem passengers, was also a design element that has continued to be used up to the present day.

A distinctive exhaust note and pleasing vibrations inherited from the XS-1 have earned this model a large following around the world.

FJ1200 (1986 / Production Model)

The FJ1100, released in 1984, emerged at a time when motorcycle makers were competing for top speed. Equipped with an air-cooled, 4-stroke DOHC 16-valve inline-four engine producing 125 horsepower at the maximum, it covered 0-400 meters in 10.43 seconds and achieved the world's fastest speed of 235 km/h at the time.

Its design, composed of sharp and clean continuous surfaces, gave an impression of a high-speed tourer with enhanced performance. It also conveyed a sense of refined elegance that blended into various cityscapes in Europe as well as touring scenes.

The FJ1200 was introduced in 1986 with an increased displacement of 1,188cc and an output of 130 horsepower, the largest-displacement air-cooled engine in Japan at the time. Its front cowl design, featuring built-in turn signals to enhance aerodynamic performance, expressed a natural evolution as Yamaha's flagship model.

MT-01 (2005 / Production Model)

In 1999, Yamaha Motor exhibited the concept model *MT-01 Kodō* ("Pulsation") at the Tokyo Motor Show. It was a road sports motorcycle with a design symbolically featuring the intake and exhaust elements of the engine. It successfully created a sense of unity between rider and machine, making use of the pulse emitted by a large-displacement engine.

Aiming to faithfully reproduce this concept, the MT-01 was equipped with a lightweighted engine unit based on the 1,670cc air-cooled 45-degree OHV 4-valve V-twin from the Road Star Warrior. This engine was mounted in a specially designed CF aluminum die-cast frame. Not only the exterior parts but also the components including the intake and exhaust system, the lighting equipment and the suspension parts were newly designed.

Starting from this model, the same concept was inherited in the development of the BT1100 (2001) and the MT-03(2003) in Europe.

After that, the MT-09 was launched in 2014, establishing the lineage of Yamaha's iconic MT series that inherits the originally designed DNA of the MT-01.