

TZR250



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The racing-style 16-litre fuel tank has flush-fitting, aircraft-type filler cap. Seat padding increases at the front for rider protection and is contoured to provide positive location for fast riding.

Yamaha's race-proven Monocross with s connecting the De Carbon-type shock by box-section swinging arm.

The alloy "Delta Box" frame is super light but provides massive strength between the key stress points of steering head and swinging arm pivot. Lateral-flex is eliminated, handling is superb.

Air-penetration of the racing-profile fairing is incredible. It has a CdA air-drag rating of only 0.268! Special ducts flow cool air over the engine.

Front forks have strong, 39mm-diameter stanchions and are adjustable for pre-load. Automatic variable-damping stiffens resistance as the forks work harder.

The six-speed transmission uses pump-fed, dry-sump lubrication to greatly reduce the power loss caused by the friction of gears spinning in a wet-sump oilbath.

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It uses a 210mm drilled rotor with powerful, sinter and semi-metallic, all-weather friction pads.

The hollow-spoke, cast-alloy wheels were first designed for Yamaha's Grand Prix racers. They are light but immensely-strong. Low-profile tyres give maximum traction when cornering, braking or accelerating.

The Yamaha TZR250: Our successes on the racetracks make it a winner on the road.



We've said it many times before but make absolutely no apologies for saying it again. Yamaha goes Grand Prix racing because we *know* that success on the

racetrack makes winners out of our road machines.

No other manufacturer can match Yamaha's World Championship record and the performance and handling advantages that we have developed to take us to the top of the Grand Prix league table are passed on direct to *you* the Yamaha customer.

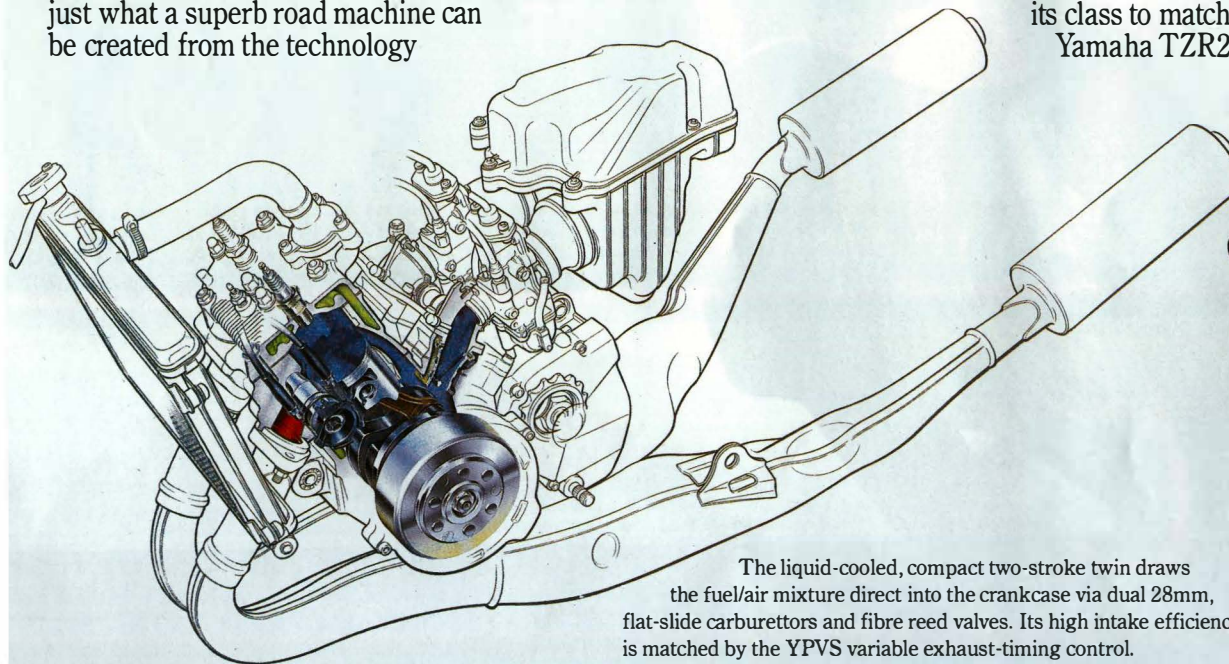
What better proof of this than the sensational new Yamaha TZR250? An incredible example of just what a superb road machine can be created from the technology

developed to win World Championships. This is a bike that could have been a GP winner itself, not so many seasons ago!

A lightweight, aluminium "Delta Box" frame, based directly on the World Championship machines of Eddie Lawson and Carlos Lavado and housing a liquid-cooled, twin-cylinder two-stroke motor that is genuinely a road-going version of our TZ250 production racer powerhouse!

Full-race aerodynamics from the front fender to the streamlined rear cowling; Monocross rear suspension and Variable Damper front forks; 17-inch "hollow spoke" cast-alloy wheels with racing-calibre disc brakes and low-profile tyres.

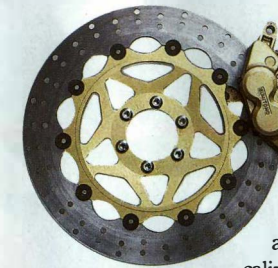
For speed, style and the safety that only racetrack-quality handling and braking can guarantee, there's nothing in its class to match the new Yamaha TZR250.



The liquid-cooled, compact two-stroke twin draws the fuel/air mixture direct into the crankcase via dual 28mm, flat-slide carburetors and fibre reed valves. Its high intake efficiency is matched by the YPVS variable exhaust-timing control.



Focal point of the racer-styled instrument panel is the highly-visible tachometer with white face and black numerals. It is flanked by the speedometer and coolant temperature gauge.



The racing-quality front disc brake uses a 320mm-diameter rotor, drilled to compensate for heat expansion and "floating" on its mountings so that it always runs true in the caliper for maximum pad

contact. The four-pod hydraulic caliper uses opposed-pistons to generate maximum braking force.



The TZR250 exhaust system uses genuine racing-type "expansion chambers", with no baffling in their centre section, that are a key factor in the machine's high power output. Baffling in the tail-pipe, plus separate mufflers, keeps noise level down, however.

