

YAMAHA

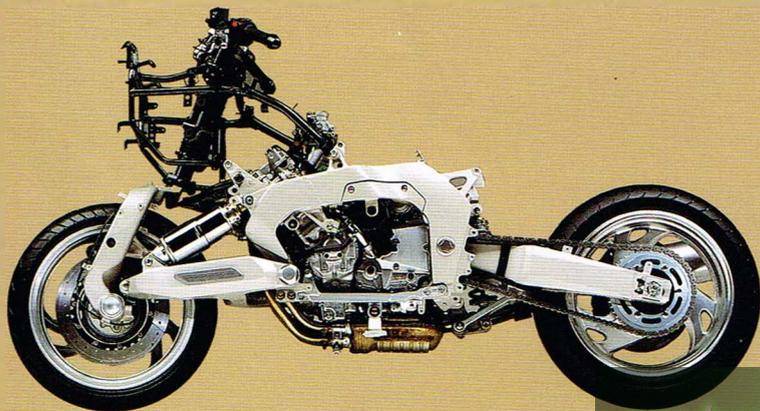


'93 YAMAHA

RIDE THE FUTURE

Evolution of the species.

A true leader in the world of motorcycles looks beyond the conventional ideas of what a bike can be. It looks to incorporate futuristic thinking and contemporary social values into the appearance and performance of its product. With the introduction of the all-new GTS1000, Yamaha offer you the chance to ride the future.

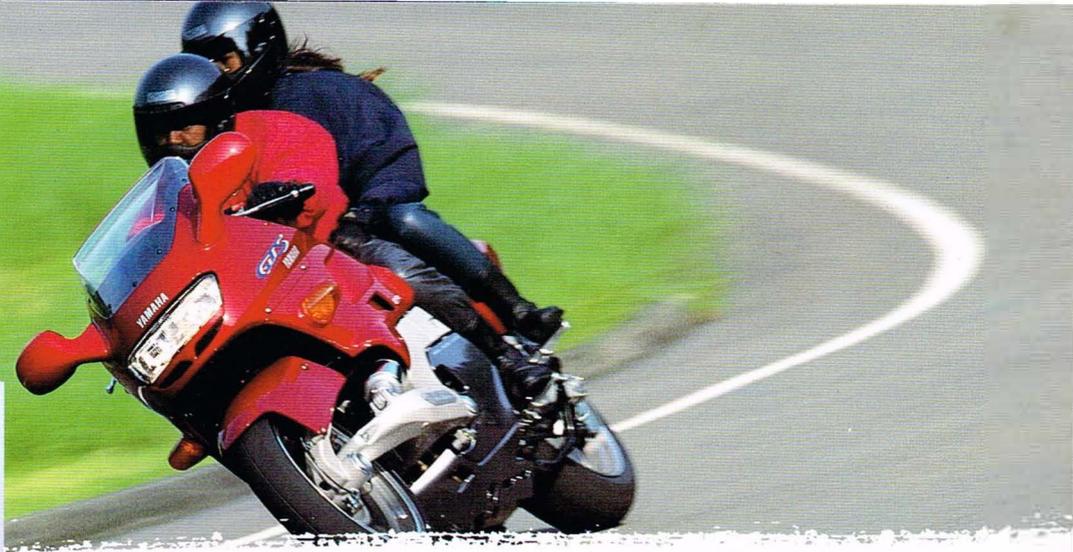


www.legends-yamaha-enduros.com

The GTS1000 and its Omega frame represent the latest advance in the evolution of Yamaha's Genesis-concept motorcycles. With its high-torque motor and ergonomically designed bodywork and controls, this all-new Sports Tourer brings a new dimension to the class.

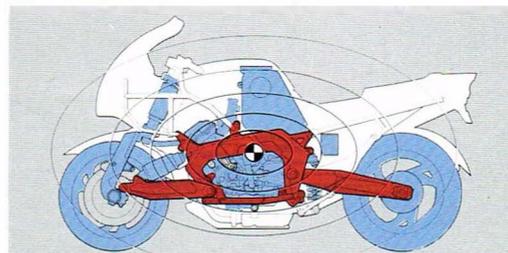
Our remarkably rigid, compact Omega frame combined with a front suspension system employing a single swinging arm designed with inherent anti-dive characteristics—affords astonishing levels of high speed stability, roadholding and comfort. An Electronic Fuel Injection (EFI) system and catalytic converter offer quicker throttle response, increased efficiency and reduced exhaust emissions. And for riders who seek extra braking confidence in all weather conditions, there is Yamaha's advanced electronic Anti-lock Braking System (ABS). Yamaha GTS1000A. The way ahead.





Omega Chassis Concept

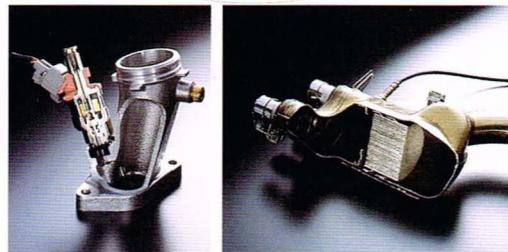
The Omega Chassis Concept, the latest evolution of the Genesis concept, is a revolutionary new way to design and build a motorcycle chassis. Its sturdy Omega frame and single-sided swinging arm front suspension make for a stiff chassis, a low center of gravity and excellent mass centralization. The results are remarkable suspension action, excellent handling performance and a very high level of rider and passenger comfort.



EFI/Catalytic converter

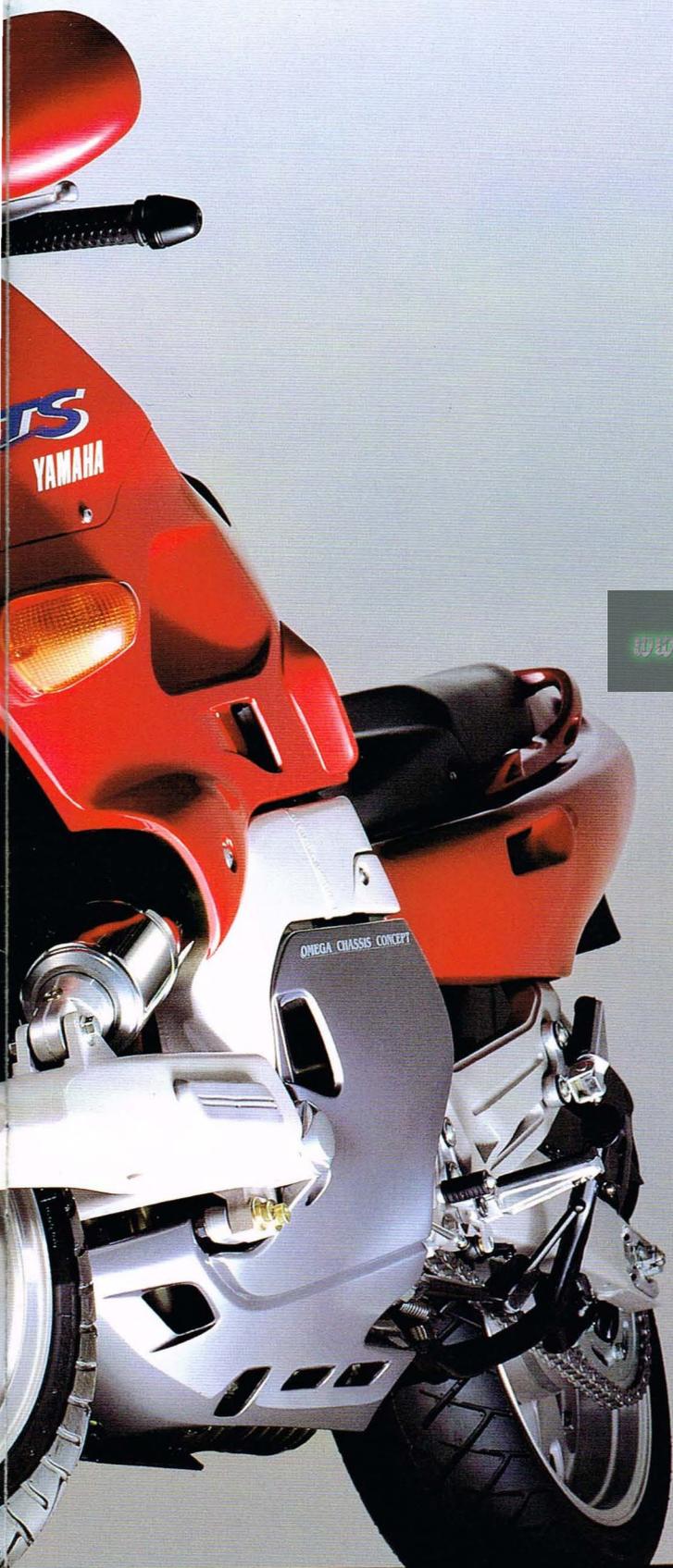
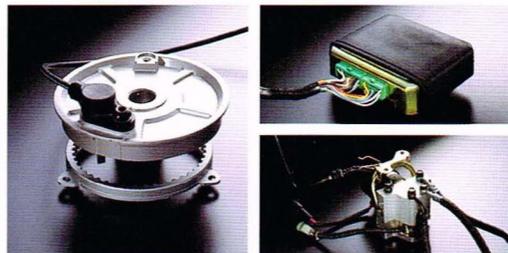
The GTS1000's EFI ensures precise fuel/air mix ratios at widely varying temperatures and altitudes, while the 3-way catalytic converter significantly reduces exhaust emissions*. Other benefits include instantaneous throttle response and easier cold starting.

* The converter reduces HC by approx. 60 percent, NOx by approx. 60 percent and CO by approx. 70 percent in comparison to other Yamaha models.



ABS

The ABS developed by Yamaha employs an electronic control unit with dual microcomputers, a hydraulic control unit, wheel sensors and a self-diagnosis function to provide reliable braking performance on changing road surfaces. Operating at 8-millisecond intervals, it delivers smooth braking with minimal pitching.



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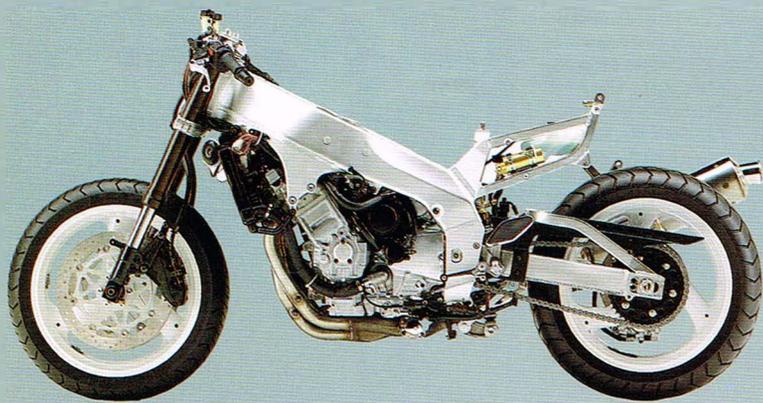


GTS1000A

•Liquid-cooled DOHC, 5-valve, 4-stroke, parallel-4 engine •High-torque engine for relaxed riding at high speeds
•Omega chassis •EFI •Single-sided swinging arm front suspension •Fully enclosed fairing design •ABS

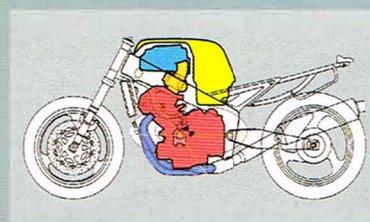
Pushing the limits of performance.

In more than 30 years of involvement with motorcycle racing—and with considerable success in designing world-class racing bikes—Yamaha are in the unique position to create the ultimate Super Sport racer replica for use on the roads of Europe. The all-new YZF750R/YZF750SP bikes embody the latest engineering principles resulting in performance that sets a new standard for this class of motorcycle.



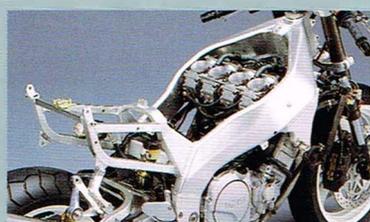
With the YZF750R and YZF750SP, Yamaha invite you to share the technologies that have made our YZF750 factory machine a top performer in superbike racing. You benefit from such championship-winning technologies as a Deltabox frame with an oversized, truss-type swinging arm and stiff, narrow-pitched front forks. A racing-developed 5-valve Genesis-concept engine with large-bore downdraft carburetors. Large-diameter dual front disc brakes operated by 6-piston calipers. And an aerodynamic slant-nosed fairing.

Even if you aren't a professional motorcycle racer, the Yamaha YZF750R and YZF750SP will make you feel like one.



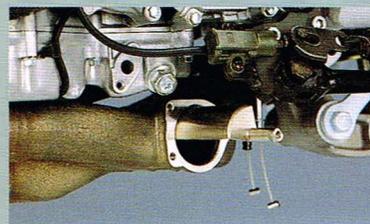
Genesis concept

The Genesis concept, which forms the basis for Yamaha's 4-stroke motorcycle designs, stresses an optimum interaction between engine and chassis. Genesis-concept bikes feature high-torque, forward-inclined engines mounted on rigid Deltabox frames, resulting in a combination of responsive power with ideal weight distribution and precise handling.



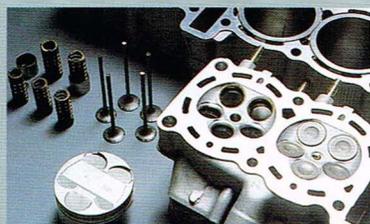
Deltabox frame

Developed through a grand prix road-racing program that has produced world champions, Yamaha's Deltabox frames combine admirable strength with astonishing light weight. These characteristics make a significant contribution to the handling performance that sets Yamaha apart from the pack.



EXUP

Another Yamaha breakthrough, the remarkable EXUP (Exhaust Ultimate Power Valve) technology used in our 4-stroke engines involves placing a special valve governed by a microcomputer-controlled servomotor between the header pipes and the silencer. By eliminating low- and mid-range power fluctuations, this technology gives these high-revving Yamaha engines significantly increased power output.



5-valve engine

This inspired engine design improves breathing efficiency over a wide range of engine revolutions by employing three intake and two exhaust valves. This unique configuration yields superior engine efficiency characterized by an unusually high degree of low-end torque and extra power at high revolutions.



Super Sport

Be prepared for a command performance. People who take their motorcycling enjoyment seriously often find their greatest riding pleasure in the saddle of a high-performance Yamaha motorcycle. Direct heirs to Yamaha's championship-winning technologies, these Genesis-concept machines handle twists and turns with unsurpassed ease. When you're in the saddle, you give the commands—and your Yamaha delivers the performance.



NEW



YZF750R

- Liquid-cooled 5-valve, 4-cylinder engine •Genesis concept •EXUP
- Upside-down front forks and Monocross suspension •Deltabox aluminum frame •Race-proven aerodynamic fairing •Brakes with 6-pot calipers

NEW



YZF750SP

- Liquid-cooled 5-valve, 4-cylinder engine •Genesis concept •EXUP
- Racing ignition system with sensors at throttle and VM carburettor
- Close-ratio 6-speed transmission •Fully adjustable front/rear suspension •Racing-developed fairing

FZR1000

- Liquid-cooled DOHC, 5-valve, parallel 4-cylinder engine •Genesis concept •EXUP
- Rigid upside-down forks
- Hollow-spoke alloy wheels with triple disc brakes •Full aerodynamic fairing with Fresh Air Intake (FAI)



FZR600

- Liquid-cooled DOHC, 4-valve, parallel 4-cylinder engine •Genesis concept •Close-ratio 6-speed transmission •Rigid Deltabox frame •Slant-nosed fairing with FAI
- Hollow-spoke alloy wheels with triple disc brakes



FZR400RR

- Liquid-cooled 4-valve, parallel 4-cylinder engine •Genesis concept
- EXUP •Rear suspension with fully adjustable gas/oil shock
- Deltabox aluminum frame •Aerodynamic fairing with FAI



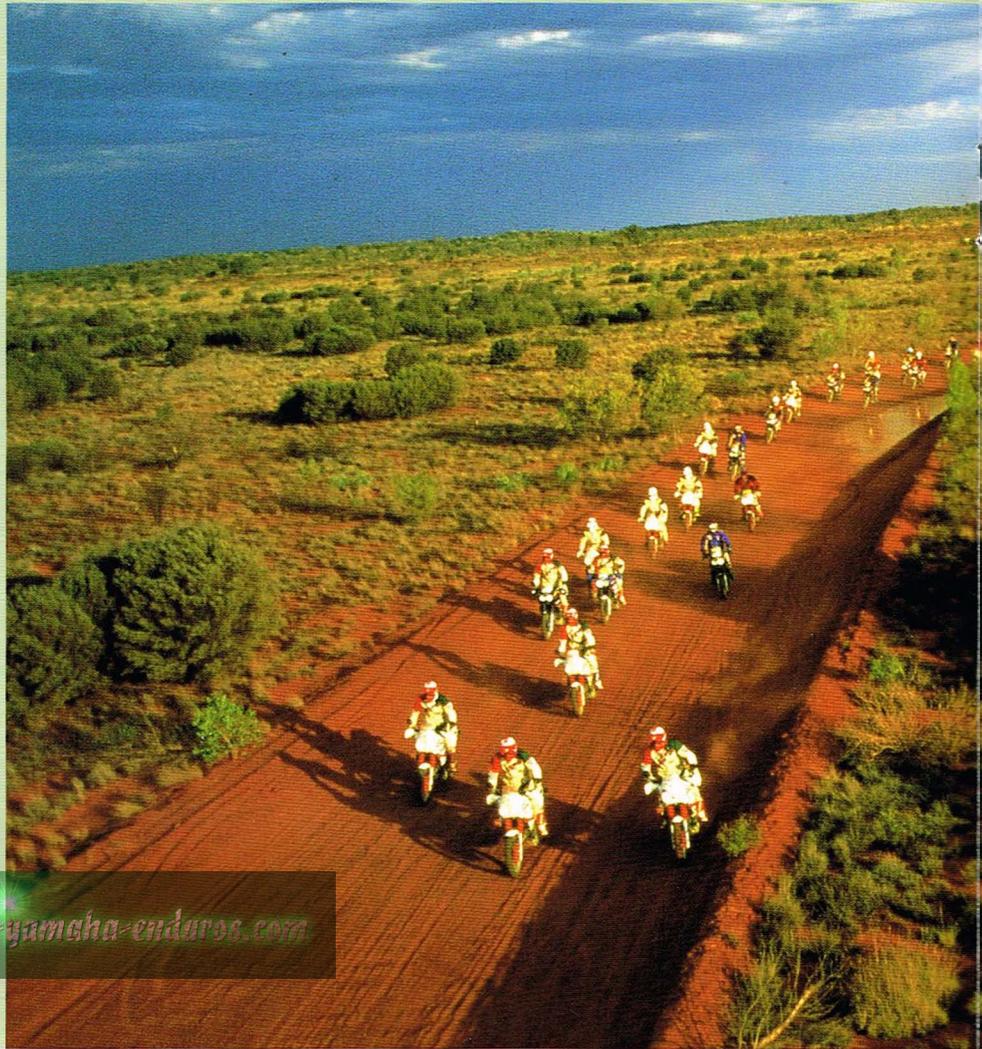
RD350R

- Liquid-cooled Torque Induction twin with YPVS •Rigid double cradle frame •Triple disc brakes •Aerodynamic full fairing



A machine for every dream.

In the final analysis, the amount of pleasure you receive from riding and owning a motorcycle depends on its suitability for the type of riding you want to do. Yamaha have developed not just a few top bikes in a few specialized areas, but some of the best-performing models in virtually every motorcycle category. That track record assures you of the most enjoyable riding experience from Yamaha, no matter what kind of riding you do.



New Sport

Do it your way.

At Yamaha we understand that every one of our customers is an individual. And so we aim to build machines to suit just about every kind of rider. Which is why we have created our New Sports models—a new kind of motorcycle that combines excellent performance with supreme riding comfort. Like you, they are individual—machines that don't follow fashion. They create their own unique style.



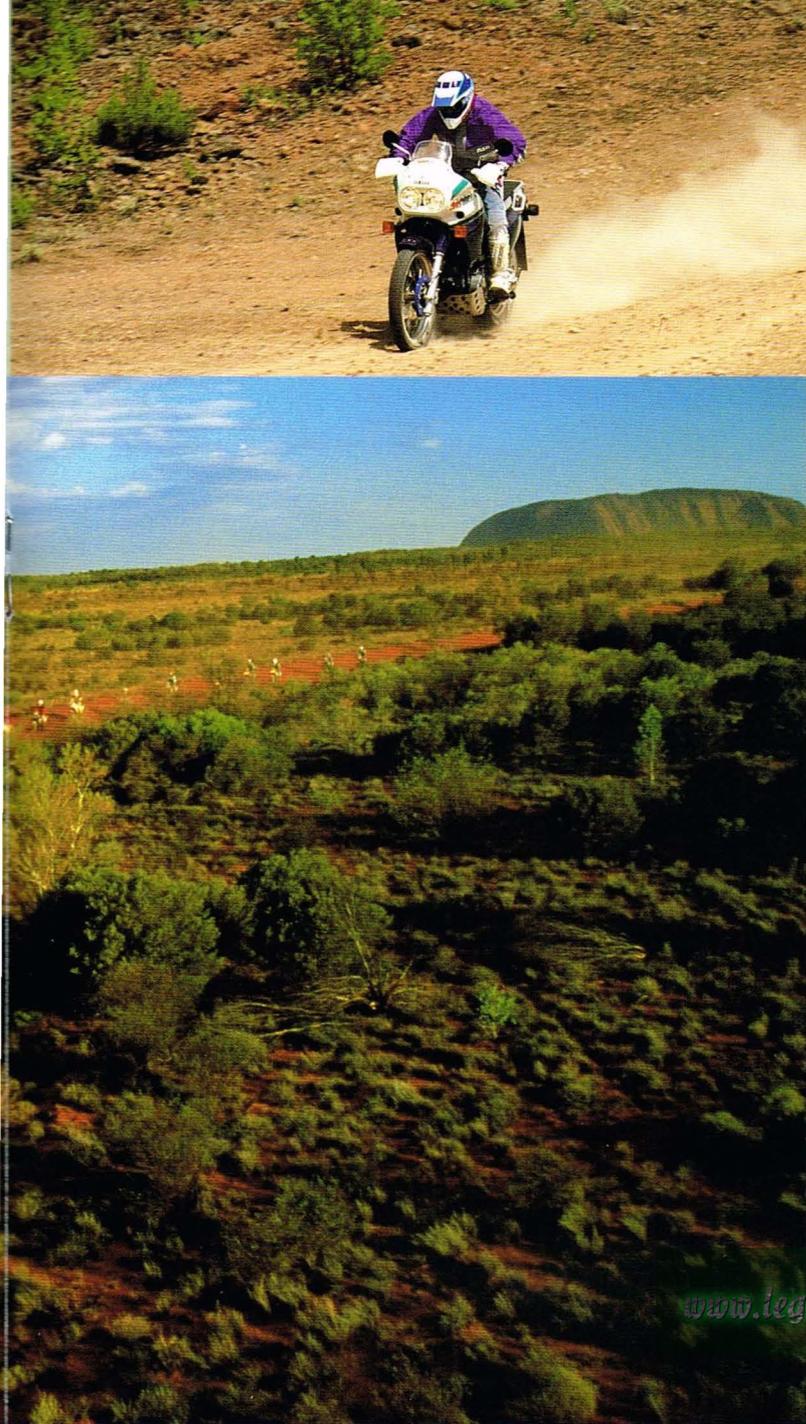
TDM850

•5-valve, inclined parallel twin-cylinder engine •Deltabox steel frame •Damping adjustable gas/oil rear shock •Long-travel front suspension
•Advanced styling/intermediate riding position

Adventure Sport

Go where the spirit takes you.

The Yamaha XT line is tailor-made for motorcycle enthusiasts who want to be ready when adventure calls. Employing technologies tested in desert and motocross racing around the world, these motorcycles are equally at home on public roads or forest trails. Just one ride will make it clear, the XT satisfies even the most resolute spirit of adventure.



XTZ750 Super Ténéré

•5-valve, inclined parallel twin-cylinder engine mounted for low centre of gravity •Monocross rear suspension •Triple disc brakes •26-litre fuel tank •Rear rack with passenger grab rail

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XTZ660 Ténéré

•SOHC, 5-valve, single-cylinder engine •YDIS •Rear suspension with Bilstein-type gas/oil shock •Full aerodynamic fairing

YDIS

The innovative YDIS (Yamaha Duo Intake System) features a dual-throat carburettor with progressive secondary opening characteristics. Employed in our 4-stroke single-cylinder engines, it makes a substantial contribution to their excellent low-end pulling power and high-end performance as well as to their smooth power delivery.



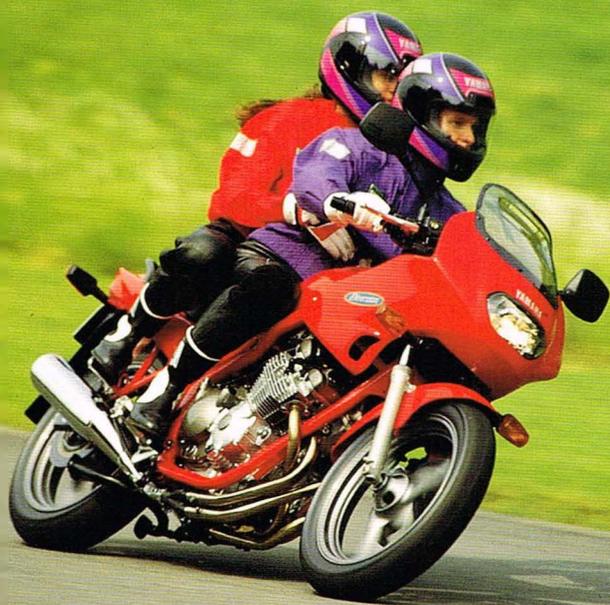
XT600E

•Air-cooled SOHC, 4-valve, single-cylinder engine •Electronic ignition •YDIS •In-the-frame oil tank •Rear suspension with Bilstein-type shock absorber •Redesigned brake pedal and aluminum passenger footrest brackets



XT350

•DOHC, 4-valve, single-cylinder engine •YDIS •Air-assisted front forks •Preload-adjustable rear suspension



Sport & Touring

Visit the world on a Yamaha.

Yamaha's Sport Touring bikes with their aerodynamic contours are the very image of comfort and grace. Their race- and highway-tested technologies ensure high performance, a smooth ride and precision control under a wide variety of conditions. So whether you're off to see the world alone, or travelling with a passenger, you're in for a world of fun.



FJ1200A

•Air-cooled DOHC, parallel 4-cylinder engine with abundant mid-range torque •High-tensile steel lateral frame •Triple disc brakes •ABS •Dual-contoured seat •Aerodynamic fairing with "Aeroscreen"



FJ1200

•Air-cooled DOHC, parallel 4-cylinder engine with abundant mid-range torque •High-tensile steel lateral frame •Triple disc brakes •Dual-contoured seat •Aerodynamic fairing with "Aeroscreen"



XJ900F

•Parallel 4-cylinder engine, renowned for reliability •Dual slotted-disc front brakes •Ventilated disc rear brake •Shaft drive



XJ600S

•Air-cooled DOHC, parallel 4-cylinder, 4-stroke engine •Double-cradle frame with Monocross suspension •Large-diameter disc brake •Newly designed aerodynamic fairing



SR250

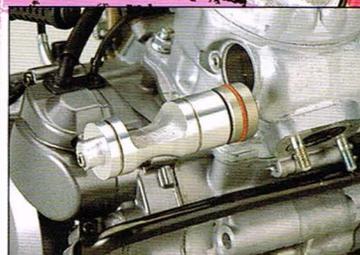
•Single-cylinder, 4-stroke engine with counter balancer •Pull-back handlebars •Low-ride seat



SR125

•Single-cylinder, 4-stroke engine •CD ignition and electric starter •Front disc brake

Sport 125



YPVS
YPVS (Yamaha Power Valve System) uses a microcomputer to control the exhaust port timing in Yamaha's high-performance 2-stroke engines. The result is superior low-revolution torque and high-end performance, a combination never before achieved by a 2-stroke machine.

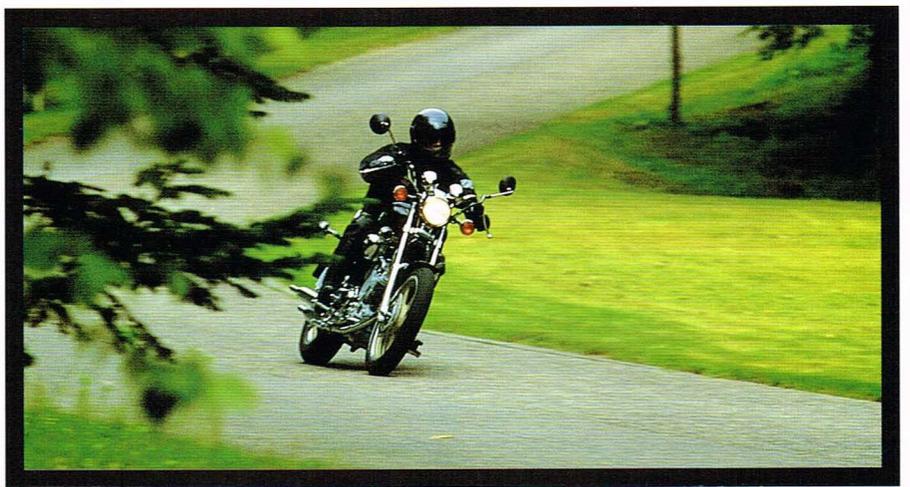
Get off to a proper start.

Most veteran motorcyclists would agree that their first motorcycle was one of the most important purchases of their life. Since for many people, this is a motorcycle in the 125cc class, we take special care at Yamaha to make our 125cc models sportier and more enjoyable to ride than conventional small-displacement motorcycles. After all, we want to be sure you start out right.



XV1100

- V-twin engine with abundant torque for easy riding
- Preload-adjustable rear shocks
- Enclosed shaft drive
- Top-quality, heavy duty chrome muffler
- Soft seat with passenger backrest



Sport & Boulevard

Make the most of your time.

Yamaha's custom street bikes are a breed apart. Their elegant low-ride styling, deep paint and ample chrome combine to create long-lasting beauty. And their durable engines and chassis together with abundant maintenance-free features guarantee that mechanical problems won't keep you off the road.



XV750

- V-twin engine producing high torque at low rpms
- Twin Mikuni downdraft carburetors
- Enclosed shaft drive
- Superior quality muffler
- Preload-adjusters for easy suspension tuning



V-MAX

- Liquid-cooled V-4 engine
- Four downdraft carburetors
- Twin 266mm floating-disc front brakes with four-pot caliper
- Massive front forks with 43mm inner tube



XV535

- V-twin engine producing strong low- to mid-range torque
- Deep-padded seat
- Chromed dual exhaust pipes
- Under-the-seat tank and tear drop tank with 13.5-litre capacity

NEW

TDR 125

- Liquid-cooled 2-stroke, crankcase reed-valve engine with YPVS, designed for optimum street riding
- Six-speed transmission
- Electric starter
- Front and rear disc brakes
- Deltabox semi-double cradle frame
- Twin headlights and half fairing

NEW

TZR125R

- Liquid-cooled 2-stroke engine with YPVS
- Deltabox frame
- Monocross rear suspension
- Hollow-spoke alloy wheels with disc brakes
- Aerodynamic full fairing



DT125R

- Competition-developed liquid-cooled 2-stroke engine
- YEIS (Yamaha Energy Induction System)
- Monocross suspension system with De Carbon gas/oil shock
- No-frills, reliable front disc brake
- Autolube oil injection



TZR125

- Liquid-cooled 2-stroke engine
- Deltabox frame
- YEIS
- Monocross rear suspension
- Hollow-spoke alloy wheels with disc brakes



XC125

•Air-cooled SOHC, 4-stroke engine with YEIS •V-belt automatic transmission •Front disc brake
•Electric starter

NEW



ZEST

•Air cooled, single cylinder 2-stroke engine •Electric start •V-Belt automatic transmission •Front disc brake •Futuristic styling •Large comfortable seat with under seat storage compartment
•Easy to use controls



RXS100

•Torque Induction, single-cylinder, 2-stroke engine •YEIS •5-speed transmission •Autolube oil injection system



CW50T BW'S

•2-stroke, Torque Induction, single-cylinder engine •Electric starting •V-belt automatic transmission •Extra-wide front and rear tyres •Dual headlamps •Dual seat •CD ignition



CY50 (JOG-IN)

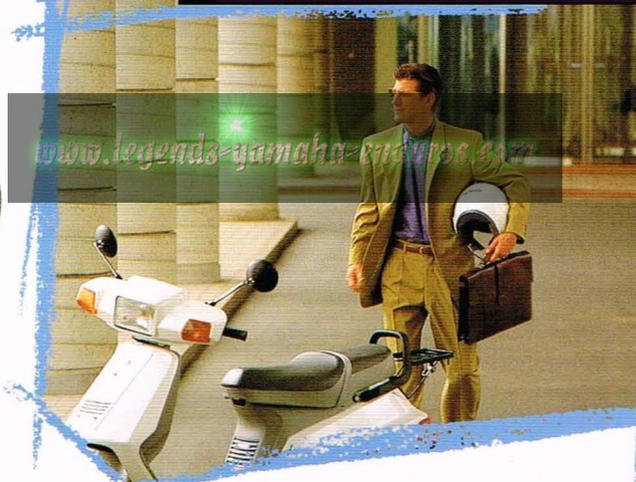
•Crankcase reed-valve, single-cylinder, 2-stroke engine •V-belt automatic transmission •Electric starter •Large under-seat storage compartment

Commuters, Mopeds and Fun Bikes



T80

•SOHC, single-cylinder, 4-stroke engine •Enclosed shaft drive •4-speed transmission with automatic clutch •Large leg shields and dual seat



Enjoy getting there as much as being there.

Yamaha's fuel-efficient, low-maintenance Commuters, Mopeds and Fun Bikes reduce transport costs to a minimum. They free you from concerns about traffic congestion and parking problems—as well as saving you a whole lot of time! And they are so easy to use that even beginners soon find themselves riding with confidence. That's why, wherever you're headed, getting there is sure to be half the fun.



QT50

•2-stroke, Torque Induction, single-cylinder engine
•Automatic transmission •Enclosed shaft drive •Front basket and rear luggage rack •CD ignition •Autolube oil injection system



DT50MX

•Torque Induction, single-cylinder engine •5-speed transmission
•Monocross rear suspension •Dual seat •21-inch front and 18-inch rear wheels



RT100

•2-stroke reed-valve engine •Telescopic front forks •Swinging arm rear suspension •Front and rear drum brakes



PW80

•Torque Induction, single-cylinder, 2-stroke engine •3-speed automatic transmission •CD ignition •Monocross rear suspension
•Autolube oil-injection system
*off-road use only



PW50

•Torque Induction, single-cylinder, 2-stroke engine •Automatic transmission •Enclosed shaft drive •Dual-shock rear suspension
•Autolube oil-injection system
*off-road use only

Exceeding Expectations.

At Yamaha, the pursuit of excellence is a way of life.

Think of innovations like Exup, Deltabox frame, the Genesis concept, and 'intelligent' ABS.

Now Yamaha engineers have surpassed even those achievements with the introduction of the revolutionary GTS 1000 A.

Today, more than ever, one name stands out on the road and track.

Yamaha. A breed apart.

Yamaha Racing.

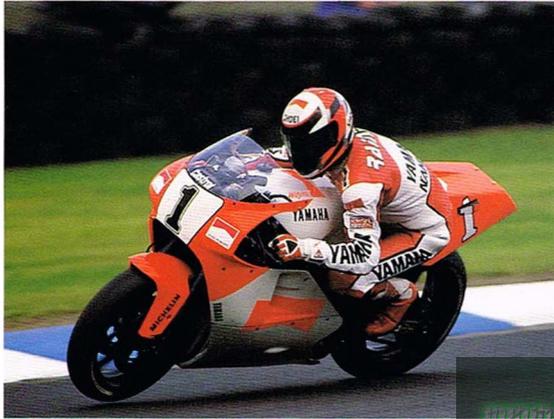
1992 was a vintage year for Yamaha on the track. Wayne Rainey clocked up his 3rd consecutive 500cc Grand Prix World Championship.

Donny Schmit moved up a class, and a gear, to win the 250cc World Motocross Championship on his YZ 250.

Stephane Peterhansel underlined Yamaha's staying power with victory in the first Paris to Cape Town race and also the inaugural Paris Beijing Rally.

While here at home, FZR 600 and FZR 400 RRSP machines enjoyed national championship wins and TT success.

However, the overall winner is you. Because Yamaha's superior race technology, is translated into improved road performance and reliability.



Yamaha Accessories.

Owning a new Yamaha is just the start. Yamaha have a full range of accessories from the new colour coordinated helmets using the latest fibreglass reinforced plastics technology making them lighter, stronger and more impact resistant through to the rugged tried and tested Cycle-Lok to help protect your investment.

Along with the Yamaha helmets, we offer motorcyclists everything from jackets to trainers.

Alongside Yamaha genuine spare parts there is a range of recommended manufacturers products, for example, top quality SBS brakepads.

Datatag Protection for your Yamaha.

Inoculate your bike against theft by fitting a Datatag kit.

The Datatag kit contains an etching system and 5 coded microchips which can be hidden within your motorcycle.

Each microchip has a unique number which can be matched to a computer, so that once your Yamaha has been electronically tagged, it can always be positively identified.

A simple idea that's brilliantly effective.



APPROVED MOTORCYCLE SECURITY IDENTIFICATION SYSTEM



YAMAHA
A BREED APART

Please send the following information:

Tick the appropriate box:

Yamaha Motorcycle Dealer Directory

Yamaha Accessories Range

Datatag Security System

Yamaha Marine Products

Yamaha Power Products

I would like more information on the following Yamaha Model/s _____

Name: _____

Address: _____

Postcode: _____

Return to: Mitsui Machinery Sales (UK) Limited, Sopwith Drive, Brooklands, Weybridge, Surrey KT13 0UZ. Tel: 0932 358000.

SPECIFICATIONS

Engine type	Displacement	Bore & stroke	Max. power (DIN)	Max. torque (DIN)	Lubrication	Start er	Fuel tank capacity	Transmission final drive	Overall length/width/height	Wheelbase	Min. ground clearance	Dry weight	Suspension (front-rear)	Brakes (front - rear)	Tyres (front - rear)	
GTS1000	4-stroke, liquid-cooled, DOHC 5-valve, parallel-four cylinder	1002.0 cc	75.5 x 56.0 mm	100.6 PS (74.0 kW) @ 9,000 rpm	-10.8 kg-m (105.8 Nm) @ 6,500 rpm	Wet sump	Electric	20.0 litres	5-speed, constant mesh/Chain	2,165/700/1,255 mm (low) 1,320 mm (high)	1,495 mm	135 mm	251.0 kg	Swing ing arm Monocross	Single disc Single disc	120/60 ZR17 170/60 ZR17
FZR1000	4-stroke, liquid-cooled, DOHC 5-valve, parallel-four cylinder	1002.0 cc	75.5 x 56.0 mm	125.0 PS (92.0 kW) @ 10,000 rpm	10.0 kg-m (98.2 Nm) @ 8,500 rpm	Wet sump	Electric	19.0 litres	5-speed, constant mesh/Chain	2,205/745/1,170 mm	1,470 mm	135 mm	214.0 kg	Telescopic forks Monocross	Dual discs Single disc	130/60 VR17-V280 170/60 VR17-V280
YZF750R	4-stroke, liquid-cooled, 5-valve DOHC, inline four cylinder	749.0 cc	72.0 x 46.0 mm	125.0 PS (92.0 kW) @ 12,000 rpm	8.2 kg-m (80.4 Nm) @ 9,500 rpm	Wet sump	Electric	19.0 litres	6-speed, constant mesh/Chain	2,160/735/1,165 mm	1,420 mm	140 mm	195.0 kg	Telescopic forks Monocross	Dual discs Single disc	120/70 ZR17 180/55 ZR17
YZF750SP	4-stroke, liquid-cooled, 5-valve DOHC, inline four cylinder	749.0 cc	72.0 x 46.0 mm	125.0 PS (92.0 kW) @ 12,000 rpm	8.1 kg-m (79.8 Nm) @ 9,500 rpm	Wet sump	Electric	19.0 litres	6-speed, constant mesh/Chain	2,160/730/1,145 mm	1,420 mm	140 mm	192.0 kg	Telescopic forks Monocross	Dual discs Single disc	120/70 ZR17 180/55 ZR17
FZR600	4-stroke, liquid-cooled, DOHC, 4-valve parallel-four cylinder	599.0 cc	59.0 x 54.8 mm	90.9 PS (66.8 kW) @ 10,500 rpm	6.7 kg-m (65.7 Nm) @ 8,500 rpm	Wet sump	Electric	18.0 litres	6-speed, constant mesh/Chain	2,170/700/1,155 mm	1,425 mm	135 mm	181.0 kg	Telescopic forks Monocross	Dual discs Single disc	110/70 VR17-V240 140/60 VR18-V240
FZR400RR	4-stroke, liquid-cooled, DOHC, 4-valve parallel-four cylinder	399.0 cc	56.0 x 40.5 mm	66.0 PS (48.5 kW) @ 12,500 rpm	4.3 kg-m (42.2 Nm) @ 10,000 rpm	Wet sump	Electric	15.0 litres	6-speed, constant mesh/Chain	2,015/705/1,080 mm	1,370 mm	125 mm	160.0 kg	Telescopic forks Monocross	Dual discs Single disc	120/60 R17 55H 160/60 R17 69H
RD350R	2-stroke, liquid-cooled, Torque Induction twin with YPVS	347.0 cc	64.0 x 54.5 mm	--	--	AutoLube	Kick	17.0 litres	6-speed, constant mesh/Chain	2,095/695/1,190 mm	1,385 mm	175 mm	141.0 kg	Telescopic forks Monocross	Dual discs Single disc	90/90-18 51H 110/80-18 58H
TDM850	4-stroke, liquid-cooled, DOHC, 5-valve parallel-twin cylinder	849.0 cc	89.5 x 67.5 mm	77.0 PS (57.0 kW) @ 7,500 rpm	8.1 kg-m (79.0 Nm) @ 6,000 rpm	Dry sump	Electric	18.0 litres	5-speed, constant mesh/Chain	2,175/780/1,260 mm	1,475 mm	160 mm	199.0 kg	Telescopic forks Monocross	Dual discs Single disc	110/80-18 58H 150/70-17 69H
XTZ750 Super Ténéré	4-stroke, liquid-cooled, DOHC, 5-valve parallel-twin cylinder	749.0 cc	87.0 x 63.0 mm	70.0 PS (51.0 kW) @ 7,500 rpm	6.8 kg-m (67.0 Nm) @ 6,750 rpm	Dry sump	Electric	26.0 litres	5-speed, constant mesh/Chain	2,285/815/1,355 mm	1,505 mm	240 mm	195.0 kg	Telescopic forks Monocross	Dual discs Single disc	90/90-21 54H 140/80-17 69H
XT660 Ténéré	4-stroke, liquid-cooled, SOHC, 5-valve, single cylinder	660.0 cc	100.0 x 84.0 mm	48.0 PS (35.3 kW) @ 6,250 rpm	5.8 kg-m (56.8 Nm) @ 5,250 rpm	Dry sump	Electric	20.0 litres	5-speed, constant mesh/Chain	2,265/885/1,355 mm	1,495 mm	245 mm	169.0 kg	Telescopic forks Monocross	Single disc	90/90-21 54S 120/90-17 64S
XT600E	4-stroke, air-cooled, SOHC, 4-valve, single cylinder	595.0 cc	95.0 x 84.0 mm	45.0 PS (33.0 kW) @ 5,500 rpm	5.1 kg-m (50.0 Nm) @ 5,500 rpm	Dry sump	Electric	13.0 litres	5-speed, constant mesh/Chain	2,220/820/1,245 mm	1,445 mm	235 mm	155.0 kg	Telescopic forks Monocross	Single disc	90/90-21 54H 120/90-17 64S
XT350	4-stroke, DOHC, 4-valve, single cylinder	346.0 cc	86.0 x 59.6 mm	17.5 PS (13.0 kW) @ 6,500 rpm	2.45 kg-m (24.3 Nm) @ 3,000 rpm	Wet sump	Kick	12.0 litres	6-speed, constant mesh/Chain	2,210/865/1,210 mm	1,420 mm	275 mm	120.0 kg	Telescopic forks Monocross	Drum	3.00-21-51P 110/80-18 58P
FJ1200	4-stroke, air-cooled, DOHC 4-valve, parallel-four cylinder	1188.0 cc	77.0 x 63.8 mm	125.0 PS (92.0 kW) @ 8,500 rpm	11.1 kg-m (109.0 Nm) @ 7,500 rpm	Wet sump	Electric	22.0 litres	5-speed, constant mesh/Chain	2,235/775/1,315 mm 1,245 mm	1,495 mm	140 mm	248.0 kg	Telescopic forks Monocross	Dual discs Single disc	120/70 V17-V250 150/80 V16-V250
FJ1200A	4-stroke, air-cooled, DOHC 4-valve, parallel-four cylinder	1188.0 cc	77.0 x 63.8 mm	125.0 PS (92.0 kW) @ 8,500 rpm	11.1 kg-m (109.0 Nm) @ 7,500 rpm	Wet sump	Electric	22.0 litres	5-speed, constant mesh/Chain	2,235/775/1,315 mm 1,245 mm	1,495 mm	140 mm	248.0 kg	Telescopic forks Monocross	Dual discs Single disc	120/70 V17-V250 150/80 V16-V250
XJ900	4-stroke, DOHC 4-valve, four cylinder	891.0 cc	68.5 x 60.5 mm	92.0 PS (67.7 kW) @ 9,000 rpm	7.7 kg-m (75.5 Nm) @ 7,000 rpm	Wet sump	Electric	22.0 litres	5-speed, constant mesh/Shaft	2,215/735/1,245 mm	1,480 mm	145 mm	218.0 kg	Telescopic forks Swinging arm	Dual discs Single disc	100/90 V18 120/90 V18
XJ600S	4-stroke, air-cooled, DOHC 2-valve, parallel-four cylinder	598.8 cc	58.5 x 55.7 mm	61.0 PS (44.8 kW) @ 8,500 rpm	5.6 kg-m (55.4 Nm) @ 8,500 rpm	Wet sump	Electric	17.0 litres	6-speed, constant mesh/Chain	2,170/750/1,220 mm	1,445 mm	150 mm	187.0 kg	Telescopic forks Monocross	Single disc	110/80-17 57H 130/70-18 63H
SR250	4-stroke SOHC, single	239.0 cc	73.5 x 56.5 mm	20.0 PS (14.7 kW) @ 7,000 rpm	1.9 kg-m (18.6 Nm) @ 7,000 rpm	Wet sump	Electric	10.8 litres	5-speed, constant mesh/Chain	2,205/805/1,150 mm	1,335 mm	145 mm	125.0 kg	Telescopic forks Swinging arm	Drum	3.00 120/90-16
SR125	4-stroke, air-cooled, SOHC, single cylinder	124.0 cc	57.0 x 48.8 mm	12.0 PS (8.8 kW) @ 8,500 rpm	1.0 kg-m (9.8 Nm) @ 8,000 rpm	Wet sump	Electric	10.0 litres	5-speed, constant mesh	1,915/785/1,015 mm	1,280 mm	160 mm	104.0 kg	Telescopic forks Swinging arm	Single disc Drum	3.0-17-4PR 3.5-16-4PR
XV1100	4-stroke, air-cooled, 2-valve SOHC, V-twin cylinder	1063.0 cc	95.0 x 75.0 mm	61.7 PS (45.4 kW) @ 6,000 rpm	8.7 kg-m (85.0 Nm) @ 3,000 rpm	Wet sump	Electric	16.8 litres	5-speed, constant mesh/Shaft	2,285/840/1,190 mm	1,525 mm	145 mm	221.0 kg	Telescopic forks Swinging arm	Dual discs Drum	100/90-19 57H 140/90-15M/C 70H
XV750	4-stroke, air-cooled, SOHC 2-valve, V-twin cylinder	748.0 cc	83.0 x 69.2 mm	55.5 PS (40.8 kW) @ 7,000 rpm	6.0 kg-m (58.8 Nm) @ 6,000 rpm	Wet sump	Electric	14.5 litres	5-speed, constant mesh/Shaft	2,285/840/1,190 mm	1,525 mm	145 mm	219.0 kg	Telescopic forks Swinging arm	Dual discs Drum	100/90-19 57H 140/90-15M/C 70H
XV535	4-stroke, air-cooled, SOHC 2-valve, V-twin cylinder	535.0 cc	76.0 x 59.0 mm	46.2 PS (34 kW) @ 7,500 rpm	4.8 kg-m (47.0 Nm) @ 7,000 rpm	Wet sump	Electric	13.5 litres	5-speed, constant mesh/Shaft	2,225/725/1,070 mm	1,520 mm	160 mm	182.0 kg	Telescopic forks Swinging arm	Single disc Drum	3.0S19-4PR 140/90-15M/C 70S
V-MAX	4-stroke, liquid-cooled, 4-valve DOHC, V-type four cylinder	1198.0 cc	76.0 x 66.0 mm	95.2 PS (70.0 kW) @ 8,000 rpm	10.3 kg-m (101.0 Nm) @ 3,000 rpm	Wet sump	Electric	15.0 litres	5-speed, constant mesh	2,300/795/1,160 mm	1,590 mm	145 mm	262.0 kg	Telescopic forks Swinging arm	Dual discs Single disc	110/90 V18 150/90 V15M/C
TZR125R	2-stroke, liquid-cooled reed-valve, single cylinder	124.0 cc	56.0 x 50.7 mm	12.2 PS (9.0 kW) @ 7,500 rpm	1.2 kg-m (11.9 Nm) @ 7,500 rpm	Autolube	Electric	15.0 litres	6-speed, constant mesh/Chain	2,015/730/1,105 mm	1,370 mm	160 mm	121.0 kg	Telescopic forks Monocross	Single disc	110/70-17 54S 140/70-17 66S
TDR125R	2-stroke, liquid-cooled reed-valve, single cylinder	125.0 cc	56.0 x 50.7 mm	11.6 PS (8.5 kW) @ 7,000 rpm	1.3 kg-m (12.7 Nm) @ 7,000 rpm	Autolube	Electric	11.0 litres	6-speed, constant mesh/Chain	2,120/840/1,295 mm	1,405 mm	270 mm	133.0 kg	Telescopic forks Monocross	Single disc	100/90-18 56P 130/80-17 65S
DT125R	2-stroke, crankcase reed-valve single cylinder	124.0 cc	56.0 x 50.7 mm	12.2 PS (9.0 kW) @ 7,500 rpm	1.2 kg-m (12 Nm) @ 6,500 rpm	AutoLube	Kick	10.0 litres	6-speed, constant mesh/Chain	2,160/830/1,255 mm	1,415 mm	315 mm	109.0 kg	Telescopic forks Monocross	Single disc	2.75-21-4PR 4.10-18-4PR
TZR125	2-stroke, liquid-cooled, crankcase reed-valve single cylinder	124.0 cc	56.4 x 50.0 mm	12.2 PS (9.0 kW) @ 7,500 rpm	1.2 kg-m (12.1 Nm) @ 7,000 rpm	Autolube	Kick	12.0 litres	6-speed, constant mesh/Chain	2,025/695/1,005 mm	1,340 mm	140 mm	105.0 kg	Telescopic forks Monocross	Single disc	90/80-17 46S 100/90-18 56S
XC125	4-stroke, air-cooled, SOHC, 2-valve, single cylinder	124.0 cc	49.0 x 66.0 mm	8.7 PS (6.4 kW) @ 8,000 rpm	0.9 kg-m (8.4 Nm) @ 6,500 rpm	Wet sump	Electric	7.0 litres	V-belt automatic Gear	1,895/650/1,115 mm	1,250 mm	110 mm	99.0 kg	Bottom Link Unit swing ing arm	Drum	110/90-10 56J 110/90-10 56J
ZEST	2-stroke, air-cooled, single cylinder	49.0 cc	40.0 x 39.2 mm	5.4 PS (4.0 kW) @ 7,000 rpm	0.56 kg-m (5.6 Nm) @ 6,500 rpm	Autolube	Kick Electric	7.0 litres	V-belt automatic Gear	1,820/660/1,090 mm	1,250 mm	100 mm	87.0 kg	Telescopic forks Swinging arm	Disc Drum	90/90-10 50J 90/90-10 50J
RXS100	2-stroke, Torque Induction single cylinder	98.0 cc	50.0 x 50.0 mm	12.2 PS (9.0 kW) @ 8,500 rpm	1.1 kg-m (10.5 Nm) @ 8,000 rpm	AutoLube	Kick	9.0 litres	5-speed, constant mesh/Chain	1,910/730/1,040 mm	1,240 mm	150 mm	94.0 kg	Telescopic forks Swinging arm	Drum	2.75-18 3.00-18
CW50BW'S	2-stroke, Torque Induction single cylinder	49.0 cc	40.0 x 39.2 mm	4.5 PS (3.3 kW) @ 6,500 rpm	0.5 kg-m (5 Nm) @ 6,000 rpm	AutoLube	Electric Kick	3.3 litres	V-belt automatic	1,735/630/1,055 mm	1,170 mm	125 mm	73.0 kg	Telescopic forks Unit swing ing arm	Drum	120/90-10 54J 130/90-10 59J
CY50 JOG-IN	2-stroke, air-cooled, crankcase reed-valve single cylinder	49.0 cc	40.0 x 39.2 mm	5.1 PS (3.7 kW) @ 7,000 rpm	0.53 kg-m (5.2 Nm) @ 6,500 rpm	Autolube	Electric Kick	3.5 litres	V-belt automatic	1,645/630/980 mm	1,115 mm	80 mm	62.0 kg	Telescopic forks Unit swing ing arm	Drum	80/90-10 34J 80/90-10 34J
T80	4-stroke, air-cooled, SOHC, single cylinder	79.0 cc	47.0 x 45.6 mm	6.5 PS (4.8 kW) @ 7,500 rpm	0.63 kg-m (6.2 Nm) @ 7,000 rpm	Wet sump	Kick	5.0 litres	4-speed Shaft	1,860/670/1,050 mm	1,180 mm	130 mm	81.0 kg	Bottom Link Swinging arm	Drum	2.50-17-4PR 2.50-17-6PR
QT50	2-stroke, air-cooled, single cylinder	49.0 cc	40.0 x 39.2 mm	2.3 PS (1.7 kW) @ 5,500 rpm	0.37 kg-m (3.6 Nm) @ 3,500 rpm	AutoLube	Kick	2.3 litres	Automatic/ shaft	1,545/660/1,010 mm	1,050 mm	110 mm	45.0 kg	Telescopic forks Unit swing ing arm	Drum	3.00-10 4PR 3.00-10 4PR
RT100	2-stroke, air-cooled, Torque Induction single cylinder	97.0 cc	52.0 x 45.6 mm	8.5 PS (6.3 kW) @ 7,000 rpm	0.87 kg-m (8.5 Nm) @ 6,500 rpm	Autolube	Kick	4.5 litres	5-speed, constant mesh/Chain	1,795/760/960 mm	1,190 mm	200 mm	77.0 kg	Telescopic forks Swinging arm	Drum	2.50-18 4PR 3.00-16 4PR
DT50MX	2-stroke, air-cooled, Torque Induction single cylinder	49.0 cc	40.0 x 39.7 mm	3.0 PS (2.2 kW) @ 5,500 rpm	0.42 kg-m (4.1 Nm) @ 5,000 rpm	Autolube	Kick	8.5 litres	5-speed, constant mesh/Chain	2,090/835/1,130 mm	1,280 mm	260 mm	81.0 kg	Telescopic forks Monocross	Drum	2.50-21-4PR 3.00-18 4PR
PW80	2-stroke, air-cooled, single cylinder	79.0 cc	47.0 x 45.6 mm	4.8 PS (3.5 kW) @ 5,500 rpm	0.64 kg-m (6.27 Nm) @ 5,000 rpm	Autolube	Kick	4.9 litres	3-speed, constant mesh/Chain	1,540/640/880 mm	1,055 mm	185 mm	57.0 kg	Telescopic forks Monocross	Drum	2.50-14 4PR 3.00-12 4PR
PW50	2-stroke, air-cooled, single cylinder	51.0 cc	40.8 x 39.2 mm	3 PS (2.2 kW) @ 5,500 rpm	0.43 kg-m (4.2 Nm) @ 4,500 rpm	Autolube	Kick	2.0 litres	Automatic Shaft	1,245/575/715 mm	855 mm	105 mm	37.0 kg	Telescopic forks Unit swing ing arm	Drum	2.50-10 4PR 2.50-10 4PR

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