



XM7Z

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MX 175

The brand new MX 175 utilizes Yamaha's latest frame, swing arm, and suspension designs. A new smaller diameter front hub and lightweight aluminum alloy rims hold unsprung weight to a minimum. CDI ignition eliminates spark plug fouling. And the Torque Induction® intake system helps the engine to breath better than conventional two-strokes, particularly at low rpms.

The MX 175 also has Thermal-Phase rear shocks, Autolube® and a center mount muffler that really muffles— without reducing power output. A lightweight fiberglass seat structure and polypropylene fenders are also standard.

The new Yamaha MX 175. A 175cc bike that's going to embarrass a lot of 250cc bikes.





GTMX

The GTMX is a true mini motocrosser, with many of the features found on Yamaha's full-size MX's. Including Torque Induction[®], a unique reed valve intake system that helps the 80cc powerplant put more effective horsepower at the rear wheel, especially at low rpms. A four-speed transmission that's smooth-shifting and strong, like all Yamaha gearboxes. And Autolube[®] which extends engine life by constantly adjusting the flow of oil to engine load and speed. (And also eliminates pre-mixing.)

From its long-travel front forks to its heavy-duty rear shocks, the GTMX is every bit as much bike as its big brothers. And far too much fun to leave entirely to the kids.





MX 250

Some of Europe's top motocross riders helped us to design the new MX250. The result is a bike that is a true out-of-the-crate racer. Aluminum alloy rims and hubs. CDI ignition. Center mount exhaust and expansion chamber. Thermal-Phase rear shocks. Torque Induction. Polypropylene fenders and fiberglass seat assembly. Mikuni carb. In other words, you don't have to sink a fortune into the MX250 to make it a contender.

Consultation with professional motocrossers has also helped make this a bike that can take a beating without passing it along to the rider.

The Yamaha MX250. A highly developed middleweight motocrosser that you can afford.





MX 360

The Yamaha MX 360 has features you will find on no competitive machine at any price.

A lightweight Competition Omni-phase Balancer® helps cancel out engine vibration, making for a more comfortable ride. And smoothing out the power surge for better throttle control.

An ingenious automatic compression release makes this the easiest-starting big bore machine ever. And the Torque Induction® system boosts power markedly, especially at low rpms.

The Thermal-Phase rear shocks will not overheat and lose efficiency. And CDI ignition produces a hotter spark and virtually ends plug fouling.

The MX 360 has already racked up an enviable record in competition. In MX scrambles, TT's, desert racing -- even in enduros -- this is a bike to reckon with.





MX100

Like all the bikes in Yamaha's MX stable, the MX100 has been completely redesigned for 1974. This year, it has a true motocross frame, with a much lower center of gravity. A new lightweight front hub. A new center muffler. Longer travel front forks. And Thermal Phase rear shocks that can work hard all day without overheating.

And, cradled in the double loop frame is a 100cc engine that will keep the torque coming on right up to the red line. With Yamaha's exclusive Torque Induction® reed valve intake system to make it pull harder — and run cooler — at the other end of the curve.

The new Yamaha MX100. Beginners will like its size and price. Experienced riders will like its tendency to run away and hide from everything else in its class.

MX125

The MX125 has been redesigned to utilize many of the innovations proven in last year's highly successful Yamaha factory motocrossers. Including a completely new double loop frame with longer travel shocks on both front and rear.

Although the new center mount muffler and cylinder fin dampers make this year's MX125 speak more softly, it still carries the strongest 125cc engine around. With Torque Induction® to dig you out of the places other bikes leave you.

Also Thermal Phase cooling on the rear shocks. Autolube® Flexible polypropylene fenders. And a featherweight fiberglass seat assembly.

The MX125 has the brawn you expect from a Yamaha. Now, for the first time, in a frame and suspension that let you use every ounce of it.



SC 500

The SC500 is, frankly, a brute of a bike. Rear wheel horsepower runs right off the chart. Yet, for its size, it's surprisingly tractable.

A special lightweight Omni-phase Balancer® reduces engine vibration and evens out the power surge. Yamaha's exclusive Torque Inductor® intake system also helps to keep the power coming on smoothly from low rpm's.

The long travel front forks will soak up anything you can hit. Without bottoming. And the Thermal Phase rear shocks not only run cooler — they have interchangeable jets that actually let you fine tune their compression and rebound characteristics independently.

An automatic compression release makes the big engine as easy to kick over as a 125. And CDI ignition produces a hotter, more consistent spark at all speeds.

In MX, TT's, scrambles, or desert racing, the rider who knows how to use throttle will find that the SC500 has plenty to use.



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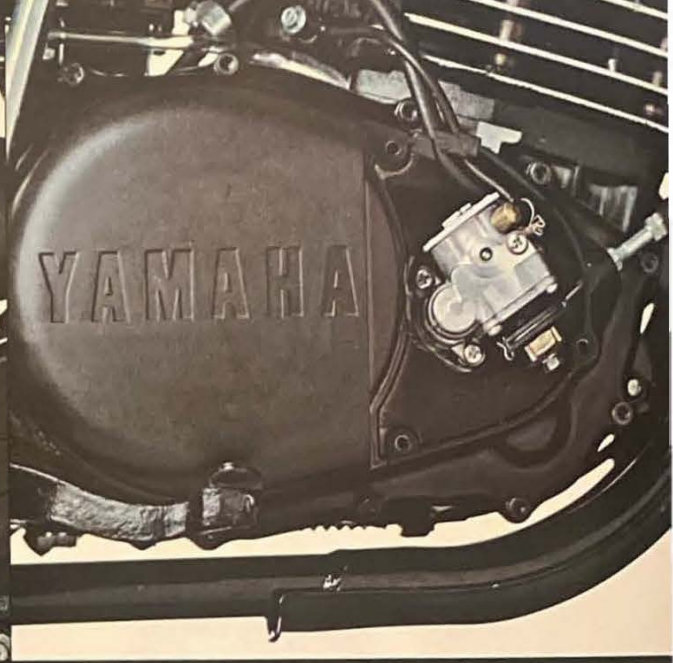
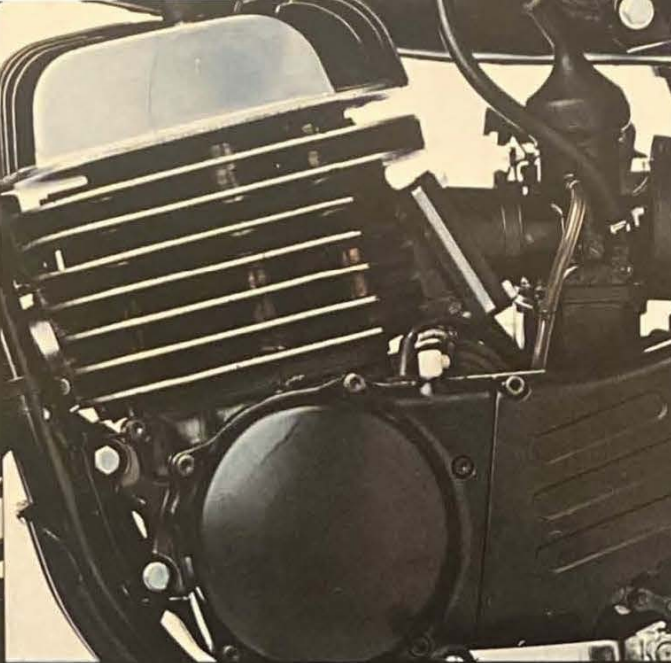
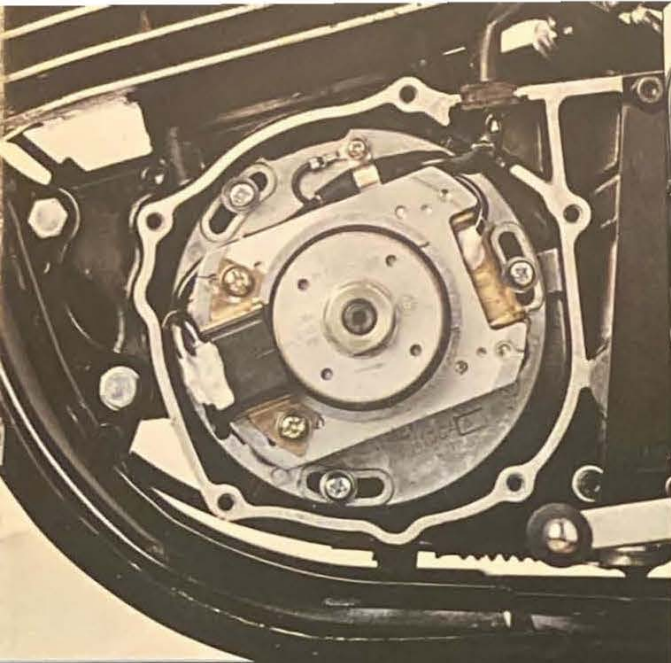
Features

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Torque Induction® utilizes a stainless steel reed valve to supply the air and fuel your engine needs, when it needs it. And to prevent blowback from the crankcase into the carburetor.

Another feature of the Torque Induction® system is a unique seventh port that rams an extra blast of fuel/air mixture directly from the carb into the combustion chamber. This increases performance, helps cool the engine, and improves exhaust gas flow.

The net effect of Torque Induction® is more horsepower, particularly at the lower end of the power band. Which comes in handy when you're trying to pick your way through a mudhole.



C.D.I. ignition system produces a hotter, more consistent spark at all engine speeds, and virtually eliminates spark plug fouling. It also eliminates all the problems that go along with conventional breaker points.

Omni-phase Balancer®—a special lightweight competition unit—on the MX360 and SC500 helps cancel out engine vibrations, resulting in less fatigue to rider and machine, a smoother power surge, and better throttle control.

Autolube® constantly adjusts the flow of oil into the fuel mixture according to engine load and speed, resulting in increased engine life. For those who want to save a little weight and pre-mix, the unit is easily detachable.



Lightweight polypropylene fenders are virtually unbreakable. Fiberglass seat assembly is also featherlight, but well-padded. Unsprung weight is minimized by lightweight alloy rims and tapered hubs.

Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride. Interchangeable jets also allow you to adjust compression and rebound characteristics individually.

Full double loop frame, proven on the highly successful Yamaha factory motocrossers, cradles the engine lower, results in lower center of gravity, better steering geometry, and better handling.

Specifications

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GTMX A

MX100A

MX125A

MX175A

MX250A

MX360A

SC500A

PERFORMANCE

Min. braking distance	24.6 ft. @ 22 mph	50.5 ft. @ 31 mph	51.2 ft. @ 31 mph	50.5 ft. @ 31 mph	50.5 ft. @ 31 mph	50.5 ft. @ 31 mph	50.5 ft. @ 31 mph
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ENGINE

Type	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single	2-stroke, Torque Induction, Single
Displacement	72 cc (4.39 cu. in.)	97 cc (5.92 cu. in.)	123 cc (7.51 cu. in.)	171 cc (10.43 cu. in.)	246 cc (15.01 cu. in.)	351 cc (21.42 cu. in.)	496 cc (30.27 cu. in.)
Bore & Stroke	1.850 x 1.654 in.	2.047 x 1.795 in.	2.205 x 1.969 in.	2.598 x 1.969 in.	2.756 x 2.520 in.	3.150 x 2.756 in.	3.740 x 2.756 in.
Compression ratio	6.8:1	8.3:1	8.0:1	7.0:1	7.4:1	7.2:1	7.1:1
Max. torque	4.0 ft-lb @ 6,000 rpm	8.1 ft-lb @ 9,500 rpm	11.5 ft-lb @ 9,000 rpm	11.1 ft-lb @ 8,500 rpm	21.9 ft-lb @ 7,000 rpm	28.0 ft-lb @ 7,000 rpm	37.1 ft-lb @ 6,000 rpm
Lubrication system	Autolube	Autolube and Pre-mix	Autolube and Pre-mix	Autolube and Pre-mix	Autolube and Pre-mix	Autolube and Pre-mix	Autolube and Pre-mix
Starting system	Primary kick starter	Primary kick starter	Primary kick starter	Primary kick starter	Primary kick starter	Primary kick starter	Primary kick starter
Ignition system	Flywheel Magneto	Flywheel Magneto	Flywheel Magneto	C.D.I.	C.D.I.	C.D.I.	C.D.I.
Transmission	4-speed gearbox	5-speed gearbox	5-speed gearbox	5-speed gearbox	5-speed gearbox	5-speed gearbox	4-speed gearbox

DIMENSIONS

Overall length	63.4 in.	76.0 in.	78.7 in.	79.3 in.	83.1 in.	83.1 in.	83.1 in.
Overall width	27.2 in.	36.4 in.	36.4 in.	36.4 in.	37.4 in.	37.4 in.	37.4 in.
Overall height	36.6 in.	42.3 in.	42.9 in.	43.3 in.	44.5 in.	44.5 in.	44.5 in.
Wheelbase	41.1 in.	50.8 in.	52.4 in.	53.0 in.	55.9 in.	55.9 in.	55.9 in.
Min. ground clearance	7.7 in.	9.1 in.	9.8 in.	10.2 in.	8.9 in.	8.9 in.	8.9 in.
FUEL TANK CAPACITY	1.3 U.S. gal.	1.59 U.S. gal.	1.59 U.S. gal.	1.59 U.S. gal.	2.4 U.S. gal.	2.4 U.S. gal.	2.4 U.S. gal.
OIL TANK CAPACITY	0.7 U.S. qts.	0.48 U.S. qts.	0.48 U.S. qts.	0.48 U.S. qts.	0.6 U.S. qts.	0.6 U.S. qts.	0.6 U.S. qts.

TIRES

Front	2.50-15-4 PR	2.75-19-4 PR	2.75-21-4 PR	2.75-21-4 PR	3.00-21-4 PR	3.00-21-4 PR	3.00-21-4 PR
Rear	2.75-14-4 PR	3.00-18-4 PR	3.50-18-4 PR	3.50-18-4 PR	4.00-18-4 PR	4.00-18-4 PR	4.60-18-4 PR

Specifications subject to change without notice.



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