

YZ490

[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)



# MORE POWER TO YOU.

22cc's more to be exact.

That makes a total of 487cc's of dirt-slinging, beam-busting muscle that's sure to keep our big-bore YZ right where it's always been.

At the top of the open class

To make sure you can use every horsepower, we gave the #10 our exclusive Yamaha Energy Induction System (YEIS for short). YEIS smoothes out the air/fuel intake flow, allowing for more torque on the low end where you need it most.

While we put a lot into the new YZ engine, we also left something out: fifth gear.

A new four-speed constant mesh transmission lets you spend less time shifting and more time passing it. And one less gear lets us make the other gears bigger and stronger.

## INTRODUCING SON OF MONOCROSS

Seven years ago, Yamaha introduced Monocross rear suspension.

The rest is victory. After victory. After victory.

And while you were out winning, we were out making Monocross better. More travel every year. Better damping. Easier adjustability.

In fact, this year, we improved it so much you won't even recognize it.

Monocross is now a rising rate system that gives you 320mm of travel and the best of both worlds.

Soft, supple action over small chatter bumps and whoop-de-dos. Stiffer, more solid response for deep ruts and big jumps. In other words, the tougher the terrain, the tougher Monocross becomes.

That way, the rear wheel stays in contact with the ground longer than ever so you can go faster than ever. With better handling and more stability.

And when it comes to adjustability, our new Monocross has got the holeshot. With 35 settings for compression damping, expansion damping and preload, Monocross is more adjustable than any system on two wheels.

So, no matter how big or small you are, or where you ride, you can make the YZ's new suspension work perfectly for you.

Up front, the hefty forks pump out a plush 300mm of rattle softening wheel travel. And the twin leading shoe front drum brake combines with a big, full floating brake in the rear to bring the beast to a halt every time.

Not only does this year's big YZ have a new engine, new transmission and new suspension, it's got a new look too. A soft, works-style seat provides an extra 200mm of padding over the gas tank, where it counts. The fenders have been widened to keep the mud on the ground where it belongs. And even the number plates have been redesigned for better visibility.

The new YZ490. Bigger, faster and better handling than ever before. And a sure way to shut down the open class.

The full floating rear brake allows the shoe to rotate and pivot with the frame, independent of the swing arm. Braking is smoother and more predictable.

Durable, extra-wide polypropylene fenders are designed to prevent mud build-up.

New Monocross rising rate suspension system offers 320mm of travel and allows soft action over small bumps and stiffer action over big bumps and jumps, keeping the rear wheel on the ground where it belongs.

New FTM type side covers keep your leg from covering your number.

The single-down-tube cradle frame is light, strong chromoly, and provides a low center of gravity.

Works style seat for more comfort and maneuverability.

Monocross is a symbol for compression damping, rebound damping and preload. 35 settings in all.

Capacitor Discharge Ignition (CDI) produces a hot, efficient spark under all riding demand.

Handlebar risers provide extra oil for the handlebars, keeping it cool for more consistent control.

The leading shoe front brake has a large tube diameter for better handling.

A powerful, double leading shoe front brake provides maximum control and stopping ability.



New four-speed transmission lets you spend less time shifting and more time on the gas.

487cc two-stroke engine combines with Yamaha Energy Induction System (YEIS) to provide thump-pulling torque and plenty of top speed.

## ENGINE

Type . . . . . 2-Stroke, Reed-Valve, Single  
Displacement . . . . . 487cc  
Bore and Stroke . . . . . 87x 82mm  
Compression Ratio . . . . . 7.0:1  
Maximum Torque . . . . . 42.2ft-lbs  
(5.83kg-m) @ 6,000rpm  
Carburetion . . . . . Mikuni VM38  
Ignition . . . . . Capacitor Discharge  
Starting . . . . . Primary Kick  
Lubrication . . . . . Pre-Mix  
Transmission . . . . . 4-Speed

## CHASSIS

Overall Length . . . . . 86.6"(2,200mm)  
Overall Width . . . . . 34.3"(870mm)  
Overall Height . . . . . 47.6"(1,210mm)  
Wheelbase . . . . . 59.1"(950mm)  
Ground Clearance . . . . . 12.6"(320mm)  
Seat Height . . . . . 37.4"(950mm)  
Dry Weight . . . . . 233lbs (106kg)  
Fuel Tank Capacity . . . . . 2.6gals (10l)

## Suspension

Front . . . . . Telescopic fork  
Rear . . . . . Swingarm with  
New Monoshock

## Brakes

Front . . . . . Drum,  
with Double Leading Shoe  
Rear . . . . . Drum

## Tires

Front . . . . . 3.00x21  
Rear . . . . . 140/90x18

Coloring . . . . . Competition Yellow

Specifications are subject to change without notice.



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**YAMAHA**  
THE WAY IT SHOULD BE.