

IT125



www.yamaha.com

# THE PLAY BIKE BUILT LIKE A WINNER.

Our new IT125 was designed with one thing in mind: all-out fun.

We made it a smaller version of our gold-medal winning International Trials bikes. And with so many rugged, go-for-broke competition features, it really earns an "IT" designation.

The engine is a mean 123cc two-stroke — a modified version of the same engine that powers our famous YZ125 motocross racer. It features Yamaha's unique Torque Induction with oversize reed valves and a big carburetor to ensure steady power over a broad range.

The suspension is race-bred, too. Starting with Yamaha's exclusive Monoshock — the best method yet devised to keep the rear wheel on the ground for sure traction. Plus, the Monoshock is easily and infinitely adjustable to suit different riders and different terrain. In front, there are long-travel leading axle forks. And it all stays together on a sturdy, motocross frame.

And for those who have fun riding against the clock, there are lots of competition extras. Like a quick-change rear wheel and a quick-change air filter. Hinged, mud-proof brake and shift levers. An extra-wide aluminum skidplate. And rim-saver tires, back and front.

You also get a six-speed quick-shift transmission to help you use all the power to greatest advantage. And full IT lighting and instrumentation.

The IT125 is all business when it comes to dishing out the fun. Even its size is engineered for maximum convenience: almost anyone, male or female, can swing a leg over it for the first time, crank up, and start riding.

Whether you have fun competing, or you just like to have fun, you'll do it like a winner on our new IT125.

One-piece rear fender with tail lamp.

Quick-release wheels with rim-saver tires.

Our exclusive Monoshock is easily adjustable by rear spring pre-load, nitrogen pre-charge and oil viscosity. So any rider can keep the back wheel on the ground for sure traction over any kind of terrain.



Six-speed constant-mesh transmission.

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Full ISDT lighting and instrumen-  
tation. The lamp body and  
number plate are a single,  
sturdy unit.

The leading-axis air/oil front forks have  
180mm of wheel travel. Extra-long  
internal sliding surfaces prevent flex.

The muscular 123cc two-stroke is a  
modified version of the same engine  
that powers our famous YZ125.  
Yamaha's unique Torque Induction  
system produces reliable torque  
over the entire power band.

Extra-wide  
aluminum skidplate.

Reliable, breakerless Capacitor Dis-  
charge Ignition (C.D.I.) produces  
a hot, efficient spark under any  
conditions.

Hinged brake and shift levers fold  
back instead of breaking on obstacles.

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

Lightweight high-performance tires.

## ENGINE

Type	2-stroke single
Displacement	123cc
Bore and Stroke	56 x 50mm
Compression Ratio	8.1:1
Maximum Torque	11.5 ft.-lbs. (1.59 kg-m) @ 8,500 rpm
Carburetion	Mikuni VM30SS
Ignition	C.D.I.
Starting	Primary kick
Lubrication	Pre-mix
Transmission	6-speed

## CLASSES

Overall Length	82.9" (2,105mm)
Overall Width	35.0" (890mm)
Overall Height	44.5" (1,130mm)
Wheelbase	53.7" (1,365mm)
Ground Clearance	11.8" (300mm)
Dry Weight	201 lbs. (91.5 kg)
Fuel Tank Capacity	2.2 gals. (8.5 l)
Suspension	
Front	Telescopic forks
Rear	Swing arm with Monoshock
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	3.00 x 21
Rear	4.10 x 18
Coloring	Sky Blue

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



# YAMAHA

*When you know how they're built.*

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

1997-2004

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