

# MX360



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The Yamaha MX360 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 surges 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 MX360 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.



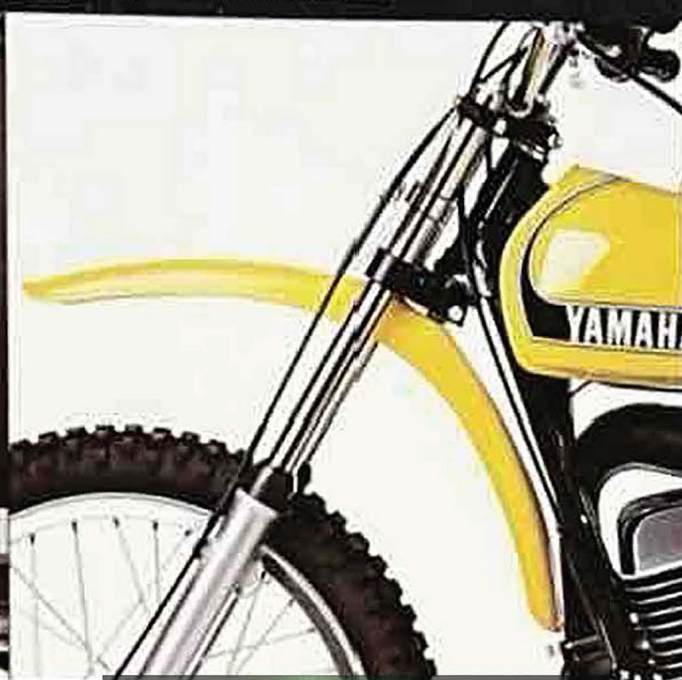
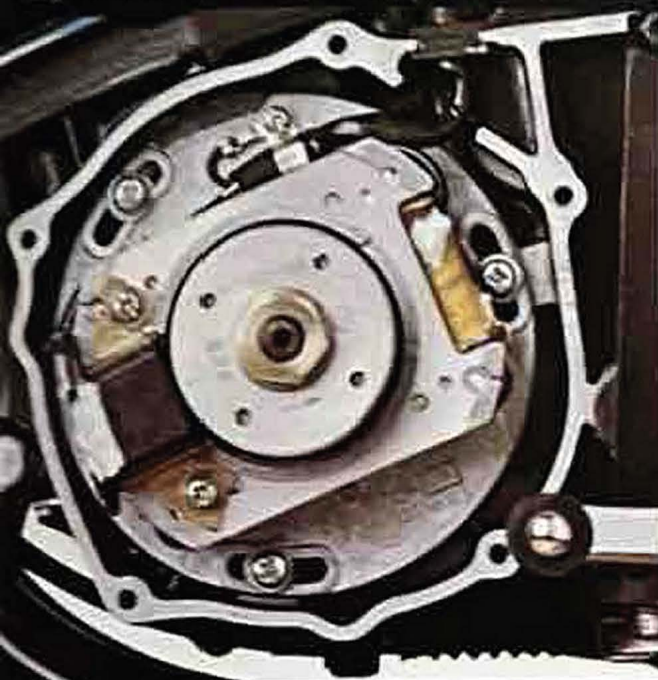
# Features



Assists 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.

**Omni-Phase Balancer**® — a special lightweight competition unit — cancels out engine vibration with a counter-rotating balance driven off the crankshaft. The result is less fatigue to rider and machine.

**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.



CDI ignition system produces a hotter spark, virtually eliminates spark plug fouling. And, combined with Yamaha's new automatic compression release, it makes this a big-bore machine that is truly easy to start.

**Light weight polypropylene fenders** are virtually unbreakable. Fiberglass seat assembly is also featherlight, but well padded. Tapered hubs reduce unsprung weight without reducing braking efficiency.

**Torque Induction**, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. The result is more horsepower, particularly at low rpm's.





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**PERFORMANCE**

**MX 360A**

Min. turning radius . . . . . 82.7 in.  
 Min. braking distance . . . . . 50.5 ft. @ 31 mph

**ENGINE**

Type . . . . . 2-stroke, Torque Induction, Single  
 Displacement . . . . . 351 cc (21.42 cu. in.)  
 Bore & Stroke . . . . . 3.150 x 2.756 in.  
 Compression ratio . . . . . 7.2:1  
 Max. torque . . . . . 280 ft.-lb @ 7,000 rpm  
 Lubrication system . . . . . Autolube and Pre-mix  
 Starting system . . . . . Primary kick starter  
 Ignition system . . . . . C.D.I.  
 Transmission . . . . . 5-speed gearbox

**DIMENSIONS**

Overall length . . . . . 83.1 in.  
 Overall width . . . . . 37.4 in.  
 Overall height . . . . . 44.5 in.  
 Wheelbase . . . . . 55.9 in.  
 Min. ground clearance . . . . . 8.9 in.

**FUEL TANK**

Capacity . . . . . 2.4 U.S. gal.

**OIL TANK**

Capacity . . . . . 0.6 U.S. qts.

**TIRES**

Front . . . . . 3.00-21-4 PR  
 Rear . . . . . 4.00-18-4 PR

Specifications subject to change without notice.

**Someday,  
 you'll own a Yamaha.**

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