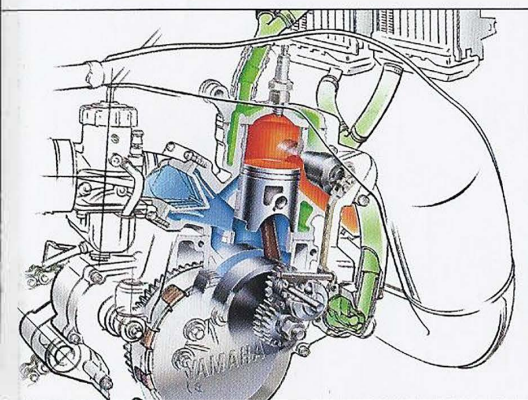


YZ80/125/250/490



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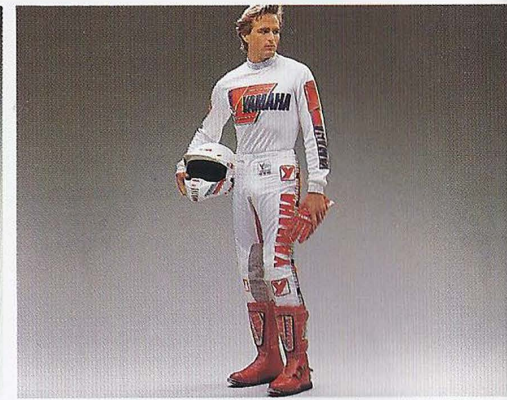
Completely redesigned liquid-cooled engine cranks out more horsepower.



The rear disc is a whopping 220mm, mounted on a new, lighter hub.



New cartridge forks offer more consistent rebound/compression damping.



Yamaha Pro Line apparel will help you operate as efficiently as your bike.

YZ250. The only thing we didn't change is its name.

About the only thing our new YZ has in common with the 1987 YZ250 is the designation "YZ250."

The innovations start with a completely redesigned 246cc, liquid-cooled engine that produces more horsepower at virtually every notch on the powerband.

This abundance of power comes from a host of technoid improvements like larger transfer ports for more efficient fuel/air flow. And a new, split intake port design that radically increases intake port area.

There's also a lighter piston. And a new cylinder head design that eliminates the need for water ports. Hence, less plumbing, less weight and more efficiency.

Power valve movement has been increased from 7mm to 9mm. The compression ratio is up to 10.65 to 1. There's a new, lightweight, crankshaft assembly.

And, on the outside, the engine is equipped with a new intake manifold and exhaust pipe to match the new engine's characteristics. A larger left radiator with more cooling capacity. And an easier-breathing air filter.

To help get the power out, the five-speed transmission has even closer ratios this year. And the clutch assembly is 8mm larger and lighter, riding on new, low-friction needle bearings for a light, smooth pull.

Of course, the increase in power requires a completely redesigned frame and suspension. The result is a new chassis with vastly improved handling characteristics, starting with a lower, more stable, center of gravity.

This, combined with new handlebars and a new seat design that extends up over the tank, allows for a more comfortable riding position and better cornering ability.

But that's just the beginning. We also gave it a new swingarm that's 10mm longer. With the new frame, this gives the YZ250 a longer wheelbase, increasing stability even more.

The swingarm pivot has also been moved down 5mm for better suspension performance while accelerating and braking.

The new chassis also features a 52mm-wide steering head with tapered bearings this year. And a reinforced down tube and seat pillar tubes.

Our YZ250 tears around the track on new cartridge forks. The massive new forks allow more consistent compression and rebound dampening. Eliminate lagtime for compression damping. And, have greater adjustability and low-friction seals.

To help you drive into the corners harder, the '88 YZ250 has even larger brakes—a 230mm front disc and a 220mm rear disc. The brake pedal has been redesigned for more leverage.

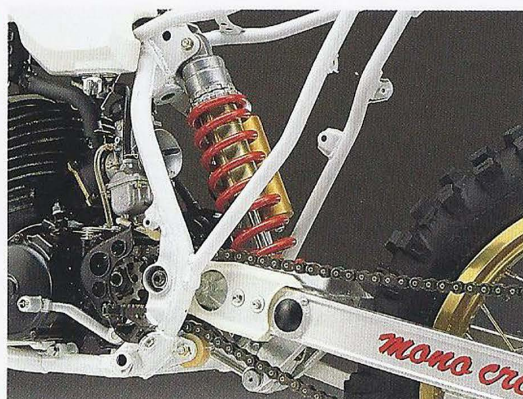
Unfortunately, space permits us to list only the most important improvements and refinements for 1988. To appreciate all the race-winning Yamaha technology in the new YZ250, you'll have to go over it part by part. You can start with just about anything. Except the name.



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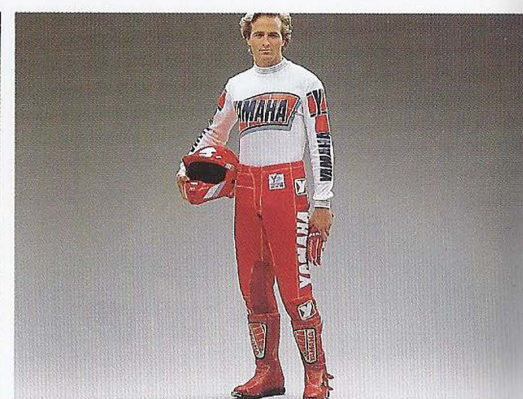
The 487cc motor cranks out tremendous torque and horsepower.



New rear shock and remote reservoir provides better rebound and damping.



The carbon-steel drilled front disc has been beefed up to 230mm this year.



If you're going to ride a YZ490, check out our rugged Pro Line apparel.

YZ490. The better you are, the better you'll like it.

The truth is, there are not many riders who can take a YZ490 to the limits of its performance. Because the limits of its performance lie somewhere between that of an open-class MXer and the Starship Enterprise.

If you're one of the very experienced and capable riders who can even begin to appreciate what the YZ490 has to offer, read on.

If not, don't be embarrassed. Because we're talking knuckle-whitening amounts of horsepower and torque.

The power comes with every twitch of your wrist, from one end of the broad powerband to the other. All thanks to 490's venerable, race-proven 487cc air-cooled engine.

However, this is not to say that there's nothing new with the 1988 YZ490. Actually, we've made some major refinements that will make the 490, in the right hands, even faster this year.

Like massive, new cartridge front forks for more consistent compression and rebound damping and greater adjustability.

We also gave the 490 a larger, 230mm carbon-steel front disc brake for increased stopping power. Better footpegs. And improved handlebars.

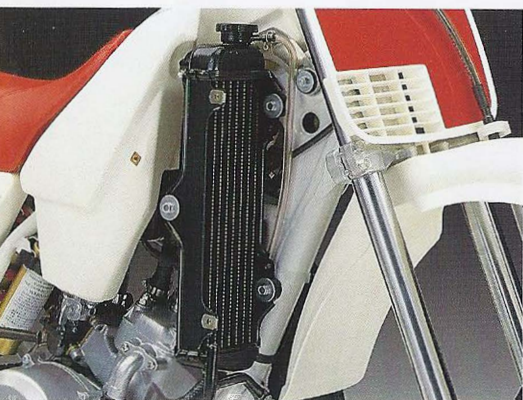
At the other end, there's a new rear shock with remote reservoir and new valving, much like the YZ250's.

The 1988 YZ490. Building it brought out the best in us.

Riding it will bring out the best in you.

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Liquid-cooled two-stroke pumps out smooth, reliable power.



A big, 190mm front disc provides sure stopping power.



The little YZ's Monocross rear suspension is just like that of our bigger YZ's.



YPDI helmets, goggles and gloves. Don't go into battle without them.

YZ80. Because it's good to start small, not slow.

If you could take the YZ250, wash it in hot water and then throw it in the dryer, you might come out with something like a 1988 YZ80. A shrunk-down-to-size version of our larger MX racer.

In other words, it has just about everything you'll find on our bigger machinery. Only smaller.

For example, its liquid-cooled 82.5cc powerplant has many of the tricks engineered into its bigger brothers. And a couple of new ones for this year.

First, there's lighter, flat-top piston design for more mid-range power and better response out of the corners.

Our engineers also came up with a new pipe design for improved engine performance overall.

Other MX technology includes heavy-duty telescopic front forks. Ultra-trick Monocross rear suspension. And a big 190mm front disc brake with twin-piston floating calipers.

The list goes on and on. Making the YZ80 a motocrosser that goes, period.

So, if you're ready to make your mark in motocross, check out the 1988 YZ80.

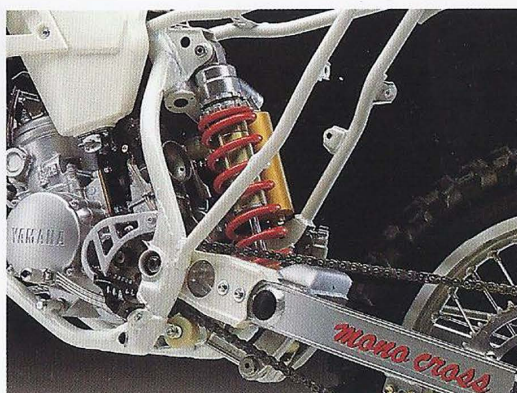
After all, it's better to start at the top. And work your way up from there.

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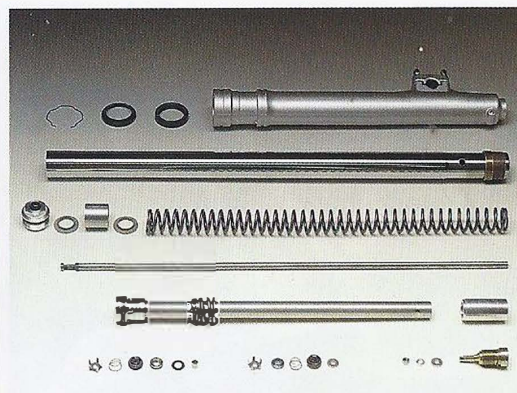
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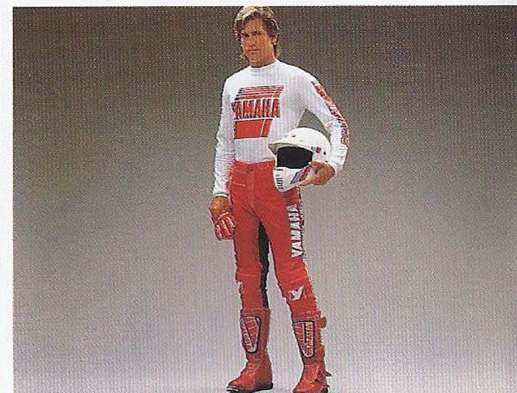
We've equipped the new YZ125 with a rear disc brake for sure stopping power.



Monocross rear suspension soaks up the whoopiest whoop-de-do's.



New cartridge forks for more efficient compression and rebound damping.



Make sure you're equipped with genuine Yamaha MX gear.

YZ125. The trickiest YZ just got even trickier.

Last year, the YZ125 was definitely the technology leader in its class. Perhaps in any class.

This year, we've made sure its reign will continue with an array of innovations and refinements.

Deep within the 125's liquid-cooled powerplant, the intake and exhaust ports and cylinder head have been redesigned, making them similar to the YZ250's. These changes, along with larger reed valves, new ignition timing, a new exhaust system and the ingenious Yamaha Power Valve System, combine to give the 125 an even wider powerband, a higher-revving top end and more throttle response.

To help handle all the new power, our engineers added another plate to the clutch and put the whole assembly on needle bearings this year.

Suspension has also been improved with a new set of massive cartridge front forks for more consistent compression and rebound damping and greater adjustability.

Going faster means you need more stopping power. Which we've supplied by increasing the front disc to 230mm and supplying the rear wheel with a 220mm disc brake.

Other improvements include new handlebars for greater comfort. A more efficient over-the-peg brake pedal design. And new graphics that help the '88 YZ125 look as fast as it really is.

Of course, these are only the highlights. There were countless other refinements to the 1988 YZ125 this year.

And all the MX-winning technology that made the YZ125 so fast last year is still in place.

Which means, if you ride an '87 YZ125, you've only got one worry. Anyone on an '88 YZ125.

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YZ80	
ENGINE	
Type	2-Stroke, Liquid Cooled, Single
Displacement	82.5cc
Bore and Stroke	48.0 × 45.6mm
Compression Ratio	8.3:1
Maximum Torque	10.1ft-lbs (1.4kg-m) @ 11,500rpm
Carburetion	Mikuni VM26SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Pre-mix
Transmission	6-Speed
CHASSIS	
Overall Length	70.7" (1,795mm)
Overall Width	30.1" (765mm)
Overall Height	41.7" (1,060mm)
Wheelbase	48.6" (1,235mm)
Ground Clearance	11.4" (290mm)
Seat Height	31.5" (800mm)
Dry Weight	136lbs (61kg)
Fuel Tank Capacity	1.3gals (5.0ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Single Disc
Rear	Drum
Tires	
Front	70/100-17
Rear	90/100-14
Coloring	White

YZ125	
ENGINE	
Type	2-Stroke, Liquid Cooled, Single
Displacement	123cc
Bore and Stroke	56 × 50mm
Compression Ratio	8.4 ~ 10.5:1
Maximum Torque	16.5ft-lbs (2.28kg-m) @ 10,000rpm
Carburetion	Mikuni TM34SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Pre-mix
Transmission	6-Speed
CHASSIS	
Overall Length	84.1" (2,135mm)
Overall Width	33.5" (850mm)
Overall Height	48.8" (1,240mm)
Wheelbase	57.1" (1,450mm)
Ground Clearance	13.8" (350mm)
Seat Height	36.8" (935mm)
Dry Weight	193lbs (87.5kg)
Fuel Tank Capacity	1.98gals (7.5ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Single Disc
Rear	Single Disc
Tires	
Front	80/100-21
Rear	100/100-18
Coloring	White

YZ250	
ENGINE	
Type	2-Stroke, Liquid Cooled, Single
Displacement	246cc
Bore and Stroke	68 × 68mm
Compression Ratio	8.72 ~ 10.65:1
Maximum Torque	33.3ft-lbs (4.6kg-m) @ 7,000rpm
Carburetion	Mikuni VM38SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Pre-mix
Transmission	5-Speed
CHASSIS	
Overall Length	85.8" (2,180mm)
Overall Width	33.5" (850mm)
Overall Height	48.2" (1,225mm)
Wheelbase	58.3" (1,480mm)
Ground Clearance	13.4" (340mm)
Seat Height	37.4" (950mm)
Dry Weight	214lbs (97kg)
Fuel Tank Capacity	2.11gals (8.0ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Single Disc
Rear	Single Disc
Tires	
Front	80/100-21
Rear	110/100-18
Coloring	White

YZ490	
ENGINE	
Type	2-Stroke, Single
Displacement	487cc
Bore and Stroke	87 × 82mm
Compression Ratio	6.94:1
Maximum Torque	44.1ft-lbs (6.1kg-m) @ 6,000rpm
Carburetion	Mikuni VM40SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Pre-mix
Transmission	5-Speed
CHASSIS	
Overall Length	85.6" (2,175mm)
Overall Width	33.5" (850mm)
Overall Height	48.2" (1,225mm)
Wheelbase	58.1" (1,475mm)
Ground Clearance	13.2" (335mm)
Seat Height	37.4" (950mm)
Dry Weight	226lbs (102.5kg)
Fuel Tank Capacity	2.64gals (10.0ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Single Disc
Rear	Drum
Tires	
Front	80/100-21
Rear	110/100-18
Coloring	White

Specifications are subject to change without notice.

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We make the difference.™

30-day limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Designed for off-road, operator use only. Intended for experienced rider only. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course please call 1-800-447-4700. Do not drink and drive. It is illegal and dangerous.

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