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# Y A M A H A '73



# YAMAHA





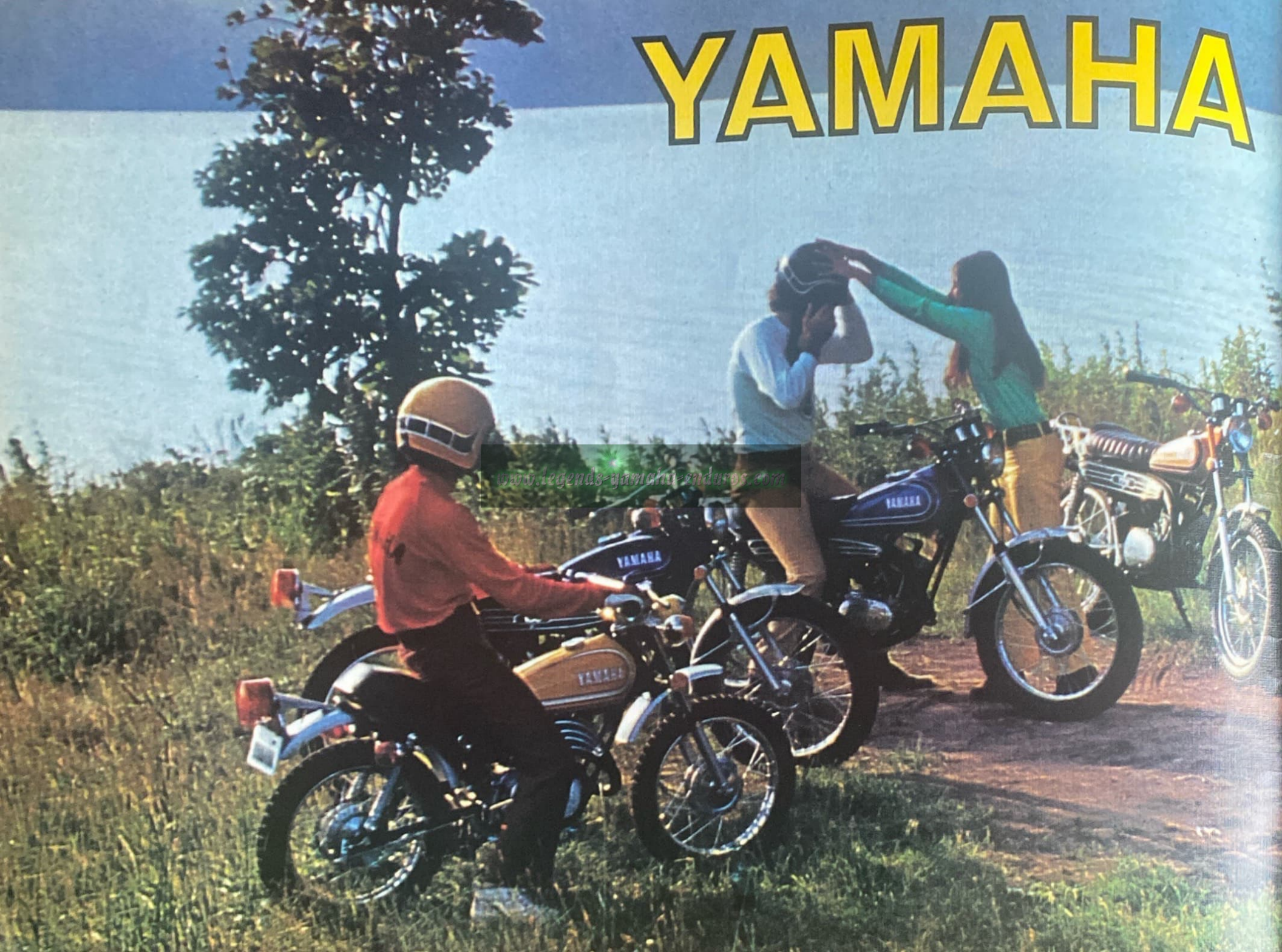
# 1973

No matter what you're looking for in a motorcycle, no matter how you judge its worth, the Yamaha line for '73 offers a precision-built machine which measures up in every way. Twenty models in all. Each with its own unique blend of quality, performance and dependability to make it better at the specific job for which it was designed.





# YAMAHA



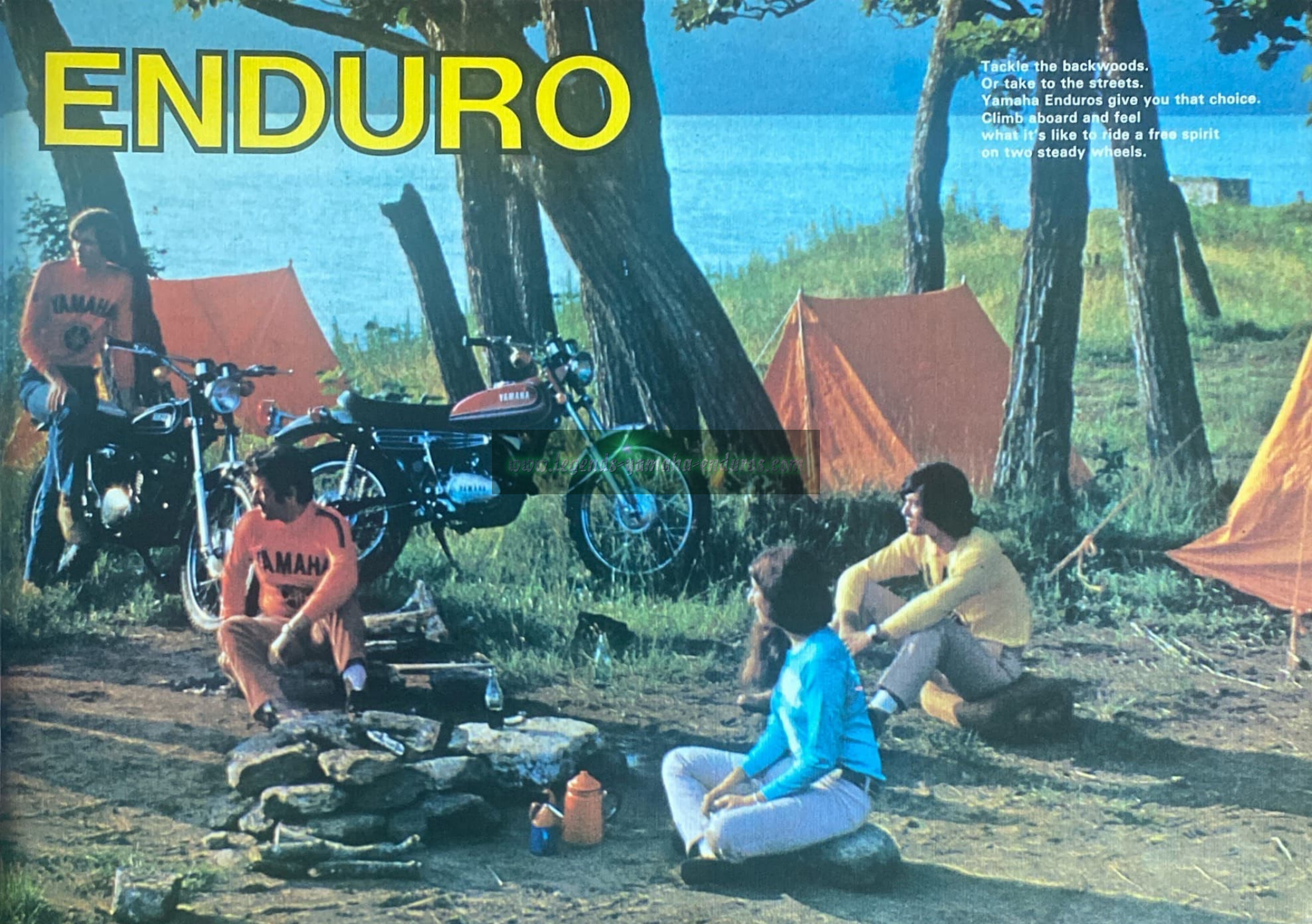
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# ENDURO

Tackle the backwoods.  
Or take to the streets.  
Yamaha Enduros give you that choice.  
Climb aboard and feel  
what it's like to ride a free spirit  
on two steady wheels.

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# RT3

## 360cc ENDURO



Kick it over. Crack the throttle. And you've got 360cc's of potent torque that can bring the highest mountain down to size. Improved handling and better balance thanks to stronger suspension, new Hydraulic Disc steering dampener, and a new 21" front wheel. That's what you get with the new RT3. Plus. A rugged, dependable 5-speed gearbox, and all the stability you could ask for on the open road.

### SPECIFICATIONS:

<b>WEIGHT</b> (Net)	262 lbs.
Overall width	35.0 in.
<b>PERFORMANCE</b>	
Max. speed range	83 mph plus
Climbing ability	35 *
Min. turning radius	78.7 in.
Min. braking distance	49 ft. @31 mph
<b>ENGINE</b>	
Type	2-stroke, Torque Induction, Single
Displacement	21.42 cu. in.
Bore & Stroke	3.150 x 2.756 in.
Compression ratio	6.3:1
Carburetor	(VM 32 SH) x1
Max. torque	27.7 ft.-lb. @5,500 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Ignition system	Magneto ignition
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	2.5 US gal.
<b>OIL TANK CAPACITY</b>	1.7 US qt.

\* Specifications subject to change without notice.



# DT3

## 250cc ENDURO

This time-tested middleweight champ is a bold step up from any other motorcycle in its class. With the most reliable 2-stroke, single cylinder, 250cc engine on or off the road. Then there's Autolube Torque Induction\*. Five-speed gearbox. And a big 21" front wheel together with a new Hydraulic Disc steering dampener for sure-footed handling in the toughest of terrains. Climb aboard and see for yourself why it's the largest selling 250cc trail machine ever made.

### SPECIFICATIONS:

**WEIGHT**(Net) ..... 258 lbs.  
Overall width ..... 35.0 in.

### PERFORMANCE

Max. speed range ..... 75 mph plus  
Climbing ability ..... 35\*  
Min. turning radius ..... 78.7 in.  
Min. braking distance ..... 49 ft. @31 mph

### ENGINE

Type ..... 2-stroke, Torque Induction, Single  
Displacement ..... 15.01 cu.in.  
Bore & Stroke ..... 2.756 x 2.520 in.  
Compression ratio ..... 6.8:1  
Carburetor ..... (VM 26 SH) x 1  
Max. torque ..... 18.3 ft. -lb. @6,000 rpm  
Lubrication system ..... Autolube  
Starting system ..... Primary kick starter  
Ignition system ..... Magneto ignition  
Transmission ..... 5-speed constant-mesh

**GAS TANK CAPACITY** ..... 2.5 US gal.

**OIL TANK CAPACITY** ..... 1.7 US qt.

\* Specifications subject to change without notice.





# CT3

## 175cc ENDURO



Solid gold. That's what you get when you have the spirited Yamaha 175. But don't think for a minute that it's all show and no go. Hit the trail. Shift through all 5 silky-smooth gears. And you'll see what it's like to ride a machine with a power-to-weight ratio as perfect as man can make it. Run it up the steepest of grades and feel the extra performance that exclusive Yamaha Torque Induction packs. Go ahead, do it. You'll find out there's a lot more to this beauty than meets the eye.

### SPECIFICATIONS:

<b>WEIGHT</b> (Net)	214 lbs.
Overall width	35.8 in.
<b>PERFORMANCE</b>	
Max. speed range	67 mph plus
Climbing ability	32°
Min. turning radius	74.8 in.
Min. braking distance	49 ft. @31 mph
<b>ENGINE</b>	
Type	2-stroke, Torque Induction, Single
Displacement	10.43 cu. in.
Bore & Stroke	2.598 x 1.969 in.
Compression ratio	6.8:1
Carburetor	(VM 24 SH) x 1
Max. torque	11.9 ft. -lb. @6,000 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Ignition system	Magneto Ignition
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	1.8 US gal.
<b>OIL TANK CAPACITY</b>	1.3 US qt.

\* Specifications subject to change without notice.



# AT3

## 125cc ENDURO

Here's the all-purpose machine that makes fun a family affair. It's easy to ride, easy to maintain, and easy enough on the pocketbook that a lot of families buy them by the pair. The AT3 comes ready-to-romp, with electric starter, 5-speed constant-mesh gearbox, positive brakes and simple controls. If you're looking for a whole new kind of family togetherness, the AT3 is just what you're after.

### SPECIFICATIONS:

**WEIGHT** (Net) .....221 lbs.  
Overall width .....35.8 in.

**PERFORMANCE**  
Max. speed range .....65 mph plus  
Climbing ability .....30 \*  
Min. turning radius .....74.8 in.  
Min. braking distance .....49 ft. @31 mph

**ENGINE**  
Type .....2-stroke, Torque Induction, Single  
Displacement .....7.51 cu. in.  
Bore & Stroke .....2.205 x 1.969 in.  
Compression ratio .....7.1:1  
Carburetor .....(VM 24 SH) x1  
Max. torque .....10.0 ft.-lb. @6,000 rpm  
Lubrication system .....Autolube  
Starting system .....Electric & Primary kick starter  
Ignition system .....Magneto ignition  
Transmission .....5-speed constant-mesh

**GAS TANK CAPACITY** .....1.8 US gal.

**OIL TANK CAPACITY** .....1.3 US qt.

\* Specifications subject to change without notice.





# LT3

## 100cc ENDURO



If you're looking for the perfect way to break into the free-wheeling sport of motorcycling, you've found it. The lightweight LT3 offers the best of both worlds of riding in one lively little package. On or off the road, you'd be hard pressed to find any other machine of its type with more ease-of-handling, safety or performance.

### SPECIFICATIONS:

**WEIGHT** (Net) ..... 187 lbs.  
Overall width ..... 35.4 in.

**PERFORMANCE**  
Max. speed range ..... 58 mph plus  
Climbing ability ..... 27°  
Min. turning radius ..... 82.7 in.  
Min. braking distance ..... 49 ft. @31 mph

**ENGINE**  
Type ..... 2-stroke, Torque Induction, Single  
Displacement ..... 5.92 cu. in.  
Bore & Stroke ..... 2.047 x 1.795 in.  
Compression ratio ..... 6.9:1  
Carburetor ..... (VM 20 SH) x1  
Max. torque ..... 7.0 ft.-lb. @7,000 rpm  
Lubrication system ..... Autolube  
Starting system ..... Primary kick starter  
Ignition system ..... Magneto ignition  
Transmission ..... 5-speed constant-mesh

**GAS TANK CAPACITY** ..... 1.6 US gal.

**OIL TANK CAPACITY** ..... 1.3 US qt.

\* Specifications subject to change without notice.





# GT-MX

## MINI-CROSS



Here's the Mini-Motocrosser for all kinds of "kids"—including the grown-up ones. And for '73, this scrappy little competitor has a new 75cc, 2-stroke single engine, new tubular steel frame, new seat, a racy-looking new fuel tank and Torque Induction. Safety and handling features include: Enduro front forks, heavy-duty rear shocks, a sure-shifting 4-speed gearbox, safety-stop brakes, knobby tires and a Federal Forestry-approved spark arrester. A fat-tire putt-putt it's not. A scaled-down version of the larger MXer, it truly is.

### SPECIFICATIONS:

**WEIGHT (Net)** ..... 130 lbs.  
**Overall width** ..... 27.2 in.

### PERFORMANCE

**Climbing ability** ..... 20°  
**Min. turning radius** ..... 59.1 in.  
**Min. braking distance** ..... 24.6 ft. @22mph

### ENGINE

**Type** ..... 2-stroke, Torque Induction, Single  
**Displacement** ..... 4.39 cu. in.  
**Bore & Stroke** ..... 1.850 x 1.654 in.  
**Compression ratio** ..... 6.8:1  
**Carburetor** ..... (Y16P-3) x 1  
**Max. torque** ..... 4.0 ft.-lb. @6,000 rpm  
**Lubrication system** ..... Autolube  
**Starting system** ..... Primary kick starter  
**Ignition system** ..... Magneto ignition  
**Transmission** ..... 4-speed constant-mesh

**GAS TANK CAPACITY** ..... 1.3 US gal.

**OIL TANK CAPACITY** ..... 0.7 US qt.

\* NOTICE: This vehicle was not manufactured for use on public streets, roads, or highways. Such use is prohibited by law.

\* Specifications subject to change without notice.

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# GT1

## MINI-ENDURO



Looks can fool you. This is the Mini built just like the big Enduros. The only difference being it's scaled down to a size any youngster can handle. With a snappy 80cc 2-stroke single cylinder engine in a new rugged frame. Exclusive Yamaha Torque Induction®. And full 15" wheels. Safety features include high-low beam headlight, turn signals, big bright stoplight, taillight and reflector—it's fully street legal. Maybe that explains why most dads buy two.

### SPECIFICATIONS:

**WEIGHT (Net)** ..... 141 lbs.  
**Overall width** ..... 27.2 in.

### PERFORMANCE

**Climbing ability** ..... 20°  
**Min. turning radius** ..... 59.1 in.  
**Min. braking distance** ..... 24.6 ft. @22 mph

### ENGINE

**Type** ..... 2-stroke, Torque Induction, Single  
**Displacement** ..... 4.39 cu. in.  
**Bore & Stroke** ..... 1.850 x 1.654 in.  
**Compression ratio** ..... 6.8:1  
**Carburetor** ..... (Y16P-3) x 1  
**Max. torque** ..... 4.0 ft.-lb. @6,000 rpm  
**Lubrication system** ..... Autolube  
**Starting system** ..... Primary kick starter  
**Ignition system** ..... Magneto ignition  
**Transmission** ..... 4-speed constant-mesh

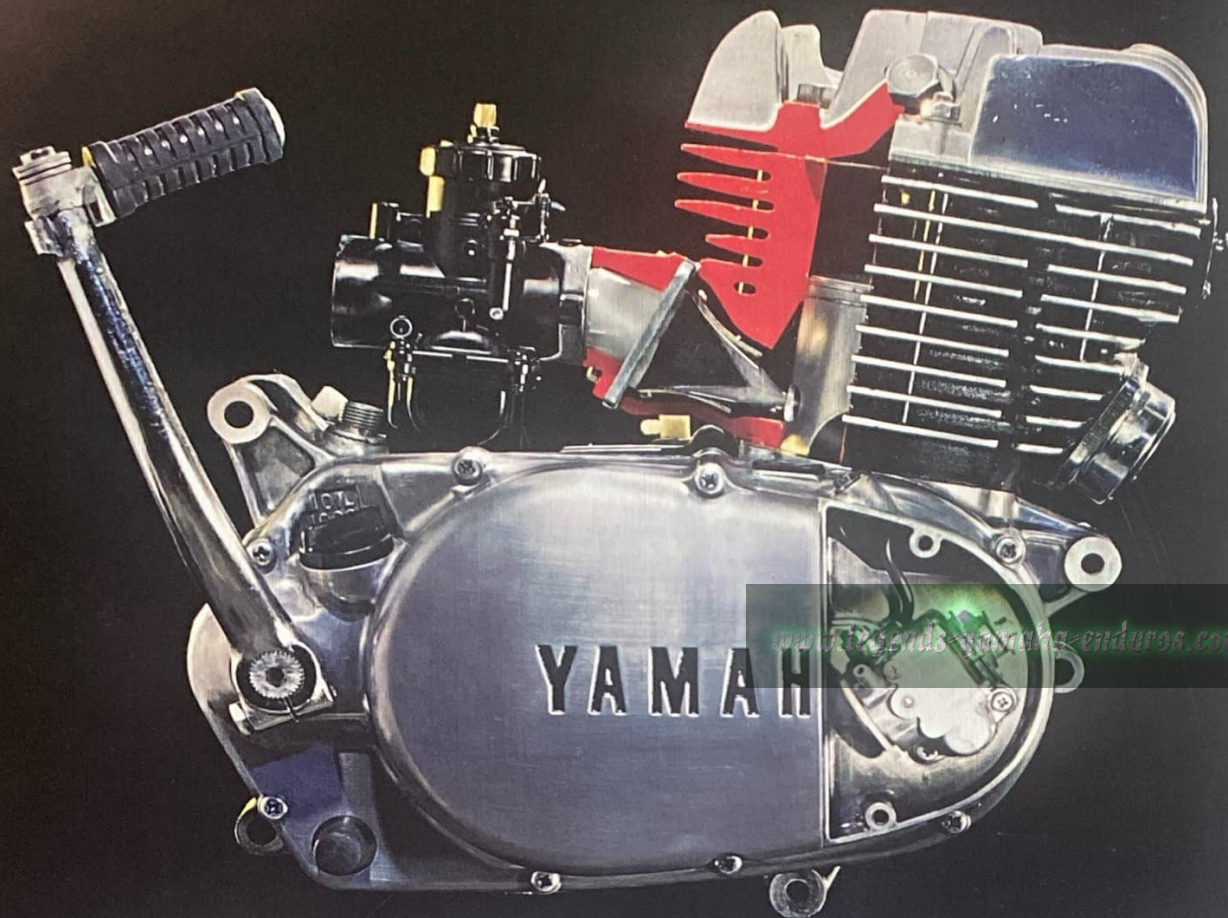
**GAS TANK CAPACITY** ..... 1.3 US gal.

**OIL TANK CAPACITY** ..... 0.7 US qt.

\* NOTICE: This vehicle designed for "off-road" use only. Not recommended for street use.

\* Specifications subject to change without notice.

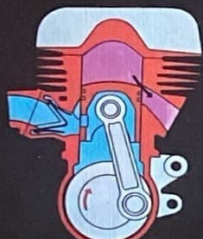




# ENDURO

## TORQUE INDUCTION®

Yamaha engineering has developed another performance exclusive, which results in a better breathing, 7-port, 2-stroke engine. In the dirt, Torque Induction® delivers more effective horsepower to the rear wheel. And that means more lugging power at lower rpm's, quicker engine response throughout the entire power band. The secret of this superior system is a reliable stainless steel reed valve, located between the carburetor and cylinder for positive fuel intake operation. The system provides for an additional transfer port within the engine increasing the number of ports to seven. Coupled with the highly efficient exhaust system, Torque Induction® will prove a big performance edge to the owner of a '73 Yamaha Enduro.



### Ignition, Power and Exhaust

The piston approaches top dead center, and the spark plug fires. Combustion pressure forces the piston down. As the piston crown passes the exhaust port, exhaust gases begin to flow out.



### Transfer

As the piston continues down, it passes the transfer ports, opening them. They allow the compressed fuel/air mixture in the crankcase to flow into the combustion chamber. All the remaining exhaust gases within the chamber are pushed out by this transfer action.



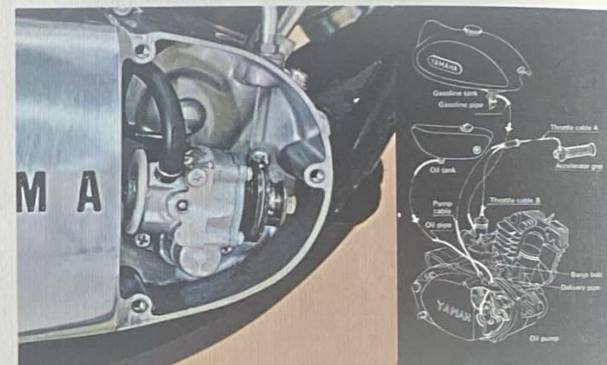
### Compression

The piston starts up, closing all ports. As it moves up, it compresses the fuel/air charge for ignition. At the same time, the upward movement of the piston creates a suction effect or "demand" in the crankcase.



### Induction

The "demand" continues to be created by the piston traveling upward, causing atmospheric pressure to "ram" air into the crankcase. The steel reed valve remains open, and the fuel/air mixture continues to flow in. This is the real secret behind Torque Induction®. There is no mechanically-governed device to arbitrarily open the crankcase-sometimes at the wrong time. The fuel/air mixture from the carb comes in only when it is wanted.



### AUTOLUBE

Like all Yamaha 2-cycle machines, the 1973 Enduros are equipped with Autolube automatic oil injection. A computerized lubrication system which meters the proper gas and oil mixture to the engine at all rpm's.



# FEATURES



## 5-SPEED TRANSMISSION

Smooth, positive shifts up through the gears and back down. This 5-speed, constant-mesh gearbox comes on all Enduros except the Mini, and provides even power delivery in all rpm ranges.



## HYDRAULIC DISC STEERING DAMPENER

This new Yamaha Enduro feature provides better control and stability on and off the road. It consists of an oil reservoir and a paddle in the steering column. When the handlebars are turned, the paddle works against the oil, dampening the left and right travel. Ideal for dirt riding since it prevents stones and ruts from radically deflecting the front wheel.



## 21" FRONT WHEEL

A bigger 21" front wheel for '73 means better handling, stability and control on or off the road. The new wheel also improves the rugged looks of the machines that mean business in the back country.



## ENDURO FORKS

These front forks are equally at home in the dirt or on the street. For '73 they're lighter, stronger, and have improved dampening action. You get a smoother ride in the dirt. More stability on the road.



## ADJUSTABLE REAR SUSPENSION

The 5-position, double-spring adjustable rear suspension allows you to ride comfortably in control over all terrains.



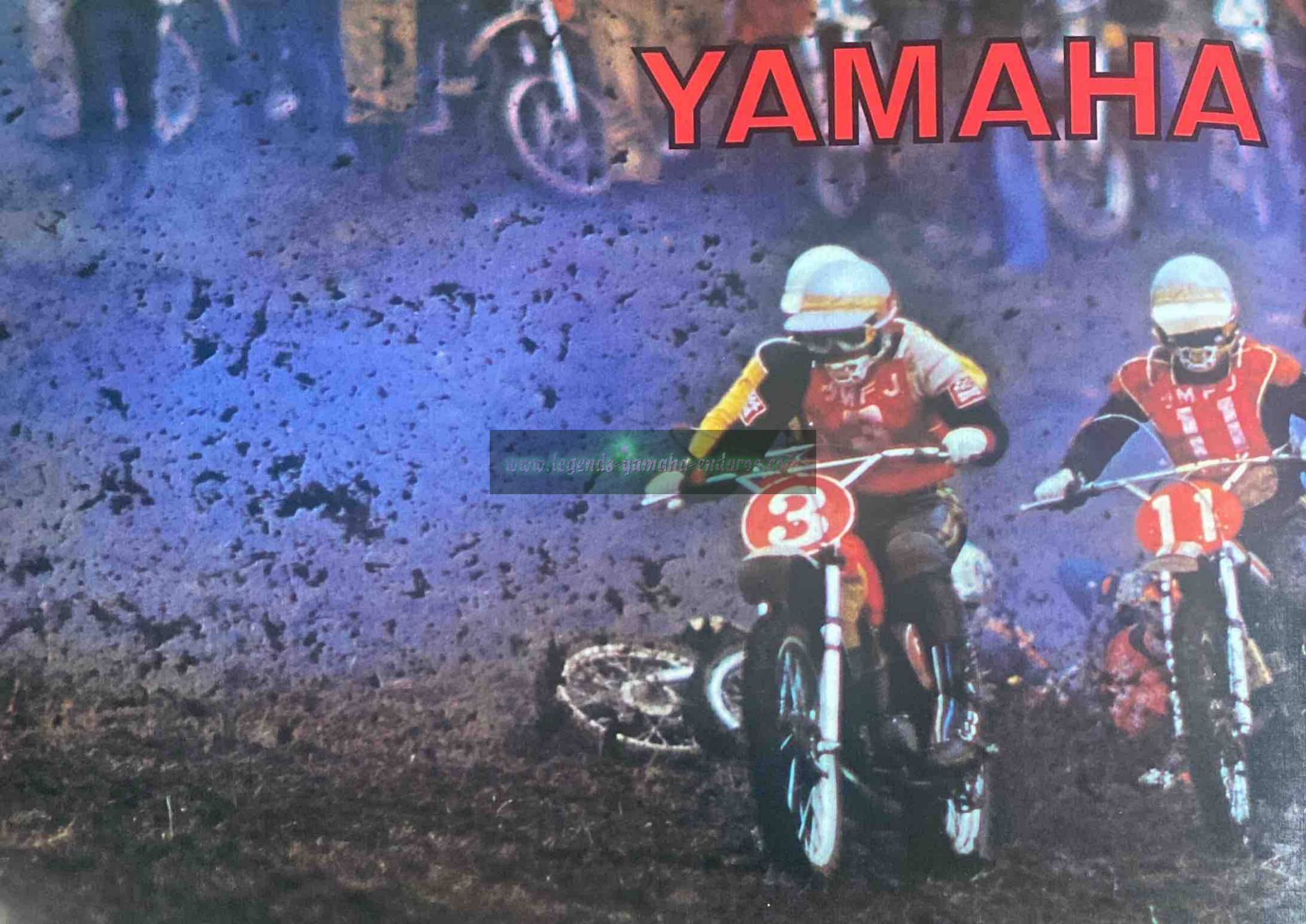
## FRONT BRAKE

The extra-large front brake has positive, dependable stopping action. Designed to be water- and dust-proof for safe stops regardless of the road or trail you happen to be traveling. The rear stop lamp illuminates, when the front brake is operated for extra safety. The knobby tires assure positive traction anywhere so that the machine instantly responds to either acceleration or braking.



# YAMAHA

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# MOTOCROSS



Yamaha new MX machines are race-ready right out of the crate. You get a choice of 5 models in all, including the long-awaited 500. They're individually designed without even a hint of wasted space or weight. An important reason why Yamaha is the most repeated name on victory rosters all over the country.

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# SC500

## 500cc SCRAMBLER



Here's the big news in Scramble: the all new Yamaha 500cc challenger for open class competition. It's a dirt rider's dream, with new Omni-phase Balancing to keep all that big-bore excitement free of vibration. New Thermal Flow® system for cool, consistent, dependable rear shock dampening under the most rigorous competitive conditions. And that's not all. The new 500 features an Automatic Compression Release for easy starting. A newly developed tubular frame, for lighter weight and greater strength. A low center of gravity, for better control in the thick of things. And real scramble muscle, specially engineered for maximum performance at the twist of the throttle, thanks to Torque Induction®.

### SPECIFICATIONS:

**WEIGHT**(Net) ..... 236 lbs.  
Overall width ..... 37.4 in.

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

**ENGINE**  
Type ..... 2-stroke, Torque Induction, Single  
Displacement ..... 30.27 cu. in.  
Bore & Stroke ..... 3.740 x 2.756 in.  
Compression ratio ..... 7.1:1  
Carburetor ..... (VM 34 SC) x1  
Max. torque ..... 37.1 ft. -lb. @6,000 rpm  
Lubrication system ..... Autolube and Gasoline  
& Oil mixed (30:1)

Starting system ..... Primary kick starter  
Ignition system ..... C.D.I.  
Transmission ..... 4-speed constant-mesh

**GAS TANK CAPACITY**..... 2.4 US gal.

**OIL TANK CAPACITY** ..... 0.6 US qt.

\* Specifications subject to change without notice.



# MX360

## 360cc MOTOCROSS

The MX 360 features improved handling for '73. With a tough new lightweight tubular frame. Automatic Compression Release, for one-kick starts every time. Built-in silencer. A center muffler to keep the heat off your legs. An ideally low center of gravity for better balance. Exclusive Torque Induction\* for quick throttle response and greater pulling power in the soft dirt. Put it all together with a super smooth 5-speed gearbox, and you've got a track-thrashing contender that can cut just about any course on the circuit down to size.

### SPECIFICATIONS:

<b>WEIGHT (Net)</b>	234 lbs.
Overall width	37.4 in.
<b>PERFORMANCE</b>	
Min. turning radius	82.7 in.
Min. braking distance	50.5ft. @31mph
<b>ENGINE</b>	
Type	2-stroke, Torque Induction, Single
Displacement	21.42 cu. in.
Bore & Stroke	3.150 x 2.756 in.
Compression ratio	7.2:1
Carburetor	(VM 34 SC) x1
Max. torque	28.0 ft.-lb. @7,000rpm
Lubrication system	Autolube and Gasoline & Oil mixed (30:1)
Starting system	Primary kick starter
Ignition system	C. D. I.
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	2.4 US gal.
<b>OIL TANK CAPACITY</b>	0.6 US qt.

\* Specifications subject to change without notice.





# MX250

## 250cc MOTOCROSS



Here's the new improved version of the Yamaha MX 250 which totally dominated the 1972 Inter-AMA International Motocross series to capture Yamaha's first Manufacturer's Cup. It was also the first time in history the Americans beat the Europeans overall. At tracks all over the world, this is one MX250 they all hate to tangle with. And for '73 it's got a lower center of gravity. Rugged new tubular steel frame. And a new center muffler to keep the heat safely away from your legs. Plus a long list of other race-proven performance features. Like beefed-up 5-speed gearbox. Improved front forks and big 21" front wheel for better handling. And, of course, Torque Induction and 7-port breathing for instant response at all rpm's. This 250cc proven winner promises to be one of the greatest middleweight motocross performers in the history of the sport.

### SPECIFICATIONS:

<b>WEIGHT (Net)</b>	227 lbs.
Overall width	37.4 in.
<b>PERFORMANCE</b>	
Min. turning radius	82.7 in.
Min. braking distance	50.5ft. @31mph
<b>ENGINE</b>	
Type	2-stroke, Torque Induction, Single
Displacement	15.01 cu. in.
Bore & Stroke	2.756 x 2.520 in.
Compression ratio	7.4:1
Carburetor	(VM 30 SC) x1
Max. torque	21.9 ft.-lb. @7,000 rpm
Lubrication system	Autolube and Gasoline & Oil mixed (30:1)
Starting system	Primary kick starter
Ignition system	C. D. I.
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	2.4 US gal.
<b>OIL TANK CAPACITY</b>	0.6 US qt.

\* Specifications subject to change without notice.



# AT-MX

## 125cc MOTOCROSS

Like every Yamaha MX machine, the all new AT-MX is ready for racing right out of the crate. It's got a new built-in silencer and handsome silver paint with orange striping for '73. And, of course, the positive-shifting 5-speed gearbox, magneto ignition, Torque Induction® and, 7-port breathing for all the extra power and response it takes to put you out in front and keep you there.



### SPECIFICATIONS\*

**WEIGHT** (Net) .....202 lbs.  
Overall width .....35.8 in.

**PERFORMANCE**  
Min. turning radius .....74.8 in.  
Min. braking distance .....50.5ft. @31mph

**ENGINE**  
Type .....2-stroke, Torque Induction, Single  
Displacement .....7.51 cu. in.  
Bore & Stroke .....2.205 x 1.969 in.  
Compression ratio .....7.8:1  
Carburetor .....(VM 26 SC) x1  
Max. torque .....12.3ft.-lb. @8,000 rpm  
Lubrication system .....Autolube  
Starting system .....Primary kick starter  
Ignition system .....Magneto ignition  
Transmission .....5-speed constant-mesh

**GAS TANK CAPACITY** .....1.8 US gal.  
**OIL TANK CAPACITY** .....1.3 US qt.

\* Specifications subject to change without notice.



# LT-MX

## 100cc MOTOCROSS



When it comes to 100cc Motocross machines, this one's got 'em all out classed. It's ready for the heat of competition as soon as you break it out of the crate. With a 5-speed gearbox, Autolube, Torque Induction® and magneto ignition for fast starts and furious response all the way into the winner's circle.

### SPECIFICATIONS:

<b>WEIGHT</b> (Net)	185 lbs.
Overall width	34.1 in.
<b>PERFORMANCE</b>	
Min. turning radius	82.7 in.
Min. braking distance	50.5ft. @31 mph
<b>ENGINE</b>	
Type	2-stroke, Torque Induction, Single
Displacement	5.92 cu. in.
Bore & Stroke	2.047 x 1.795 in.
Carburetor	(VM 26 SC) x1
Max. torque	8.1ft.-lb. @9,500 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Ignition system	Magneto ignition
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	1.6 US gal.
<b>OIL TANK CAPACITY</b>	1.3 US qt.

\* Specifications subject to change without notice.



# MOTOCROSS FEATURES



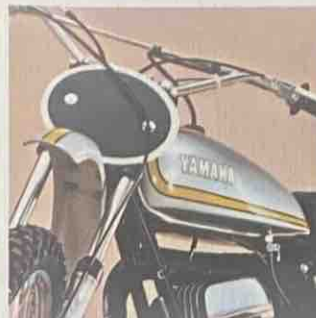
## TORQUE INDUCTION®

Yamaha has built a better breathing competition machine for '73. The secret is Torque Induction.® It gives your Yamaha MX more effective horsepower to get you through the soft stuff, around the corners and back up to speed with less effort on the part of the 7-port, 2-stroke powerplant. The "key" to this superior system is a reliable stainless steel V-type reed valve, located between the carburetor and the cylinder. It opens on engine demand, to supply the air and fuel mixture your engine needs, when it needs it. Then the assembly closes to prevent blow-back from the crankcase into the carb, which can rob you of power. With Torque Induction®, your engine will run smoother, cooler, stronger and longer than any other machine without this exclusive Yamaha performance edge.



### NEW FRAME

1973 models with new stainless steel frames, cradle the engine lower and farther back for better balance, more control, less fatigue to rider and machine.



### LIGHTWEIGHT FENDER AND GAS TANK

Light, durable FRP front fender and new, lighter gas tank with quick-release gas cap for faster refueling.

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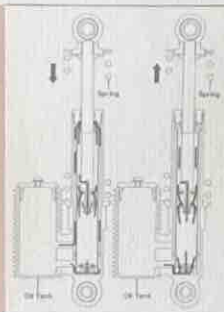
### TIRES

21" wheel with full deep-tread knobby tire for maximum traction in all competition conditions.



### SEAT DESIGN

A bigger and more comfortable seat that reduces wear and tear on the rider for '73.



### THERMAL FLOW SYSTEM

New Thermal Flow rear shock absorber System utilizes the natural shock action to continuously force the shock oil through a heat exchanger, cooling the oil and maintaining its viscosity. The result is dependable dampening action under the most rigorous competitive conditions.



### C.D.I. IGNITION SYSTEM

New Condenser Discharge Ignition System builds a better charge in the condenser for a hotter spark, cleaner combustion efficiency and quicker power response at all times.



### NOISE SILENCER

Reduces the wearing factor of exhaust noise without a sacrifice in engine performance.



# YAMAHA



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



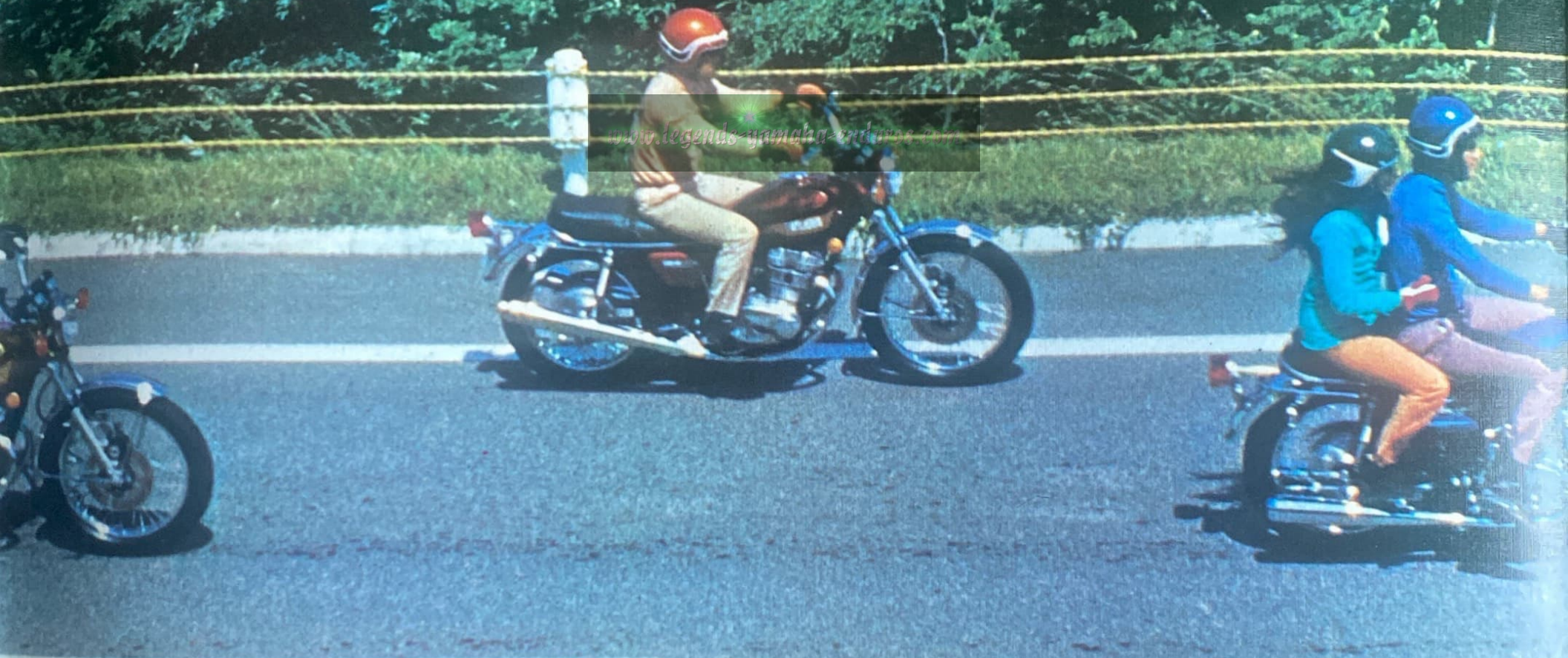


# STREET

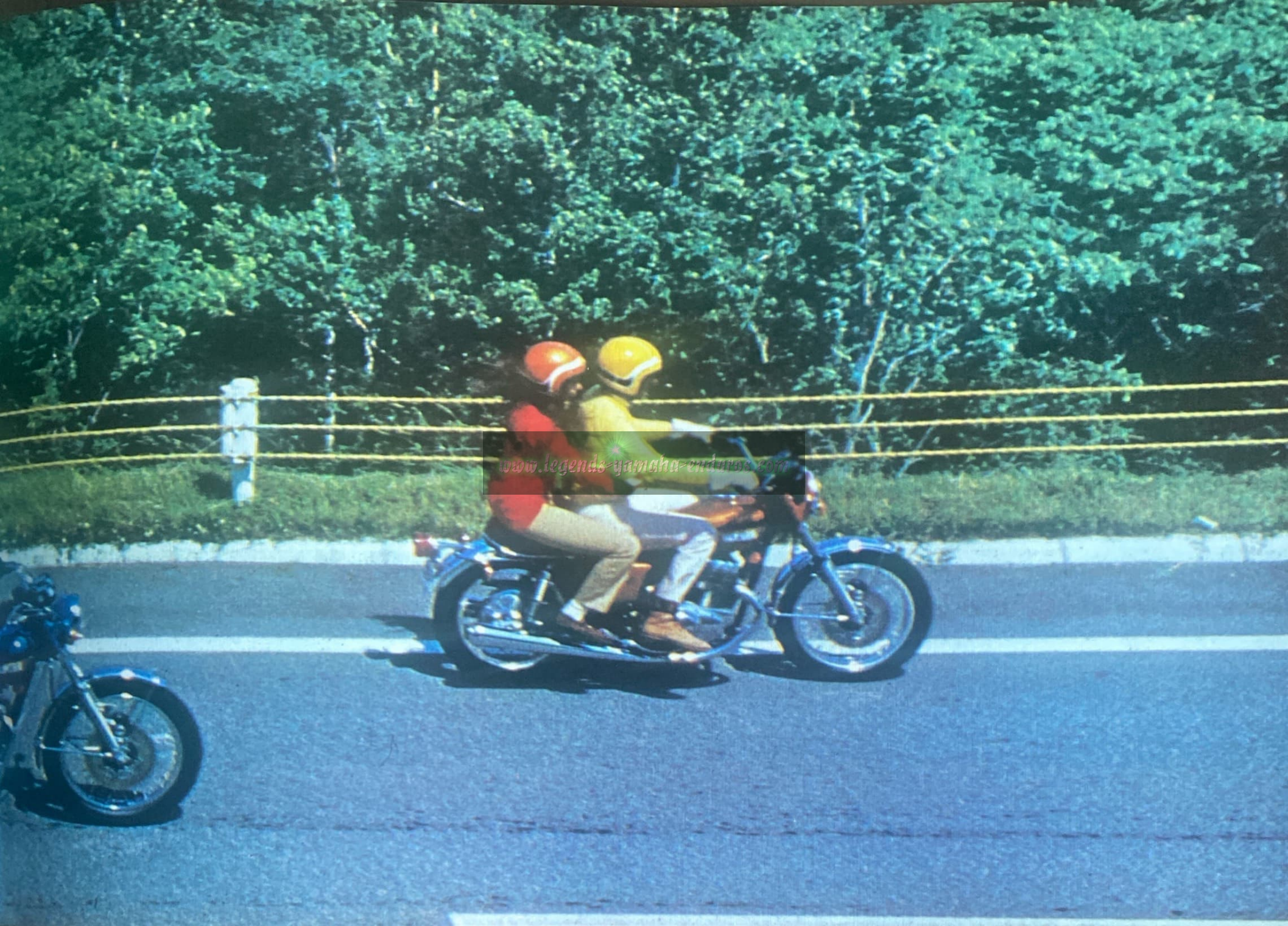
Yamaha's street machine line-up for '73 offers riders a wide choice of 2 and 4-stroke models. Yamaha believes in building the better machine for the job. In low and middle-cc machines, the 2-stroke is the most efficient engine.

And, when it comes to middle and higher cc machines, 4-stroke is the preferred design. Yamaha Streets for '73 provide a better "built-for-the-job" selection than any other line on two wheels.

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









# TX750

## 750cc STREET



Here's the big 4-stroke touring machine everybody's been talking about. The all new, top-of-the-line style leader of the 750's. With newly designed 4-stroke overhead cam, parallel twin design, engineered for longer life, easy-maintenance operation. This Super Street also has a totally new Yamaha performance exclusive called Omni-phase Balancing, for vibration-free long distance touring comfort. And electric start. Road racer type double cradle frame. New instrument panel with warning lamps that signal when there's trouble in the lubrication system or the front or rear lighting systems. A safety headlight which warns you when a beam is out. Rear brake alarm system. A lightweight Aluminum rear wheel for maximum high-speed stability. A helmet holder. Ignition cut-off switch. Front disc brake. Dry-sump lubrication. And so much more, you'll just have to look it over for yourself.

### SPECIFICATIONS:

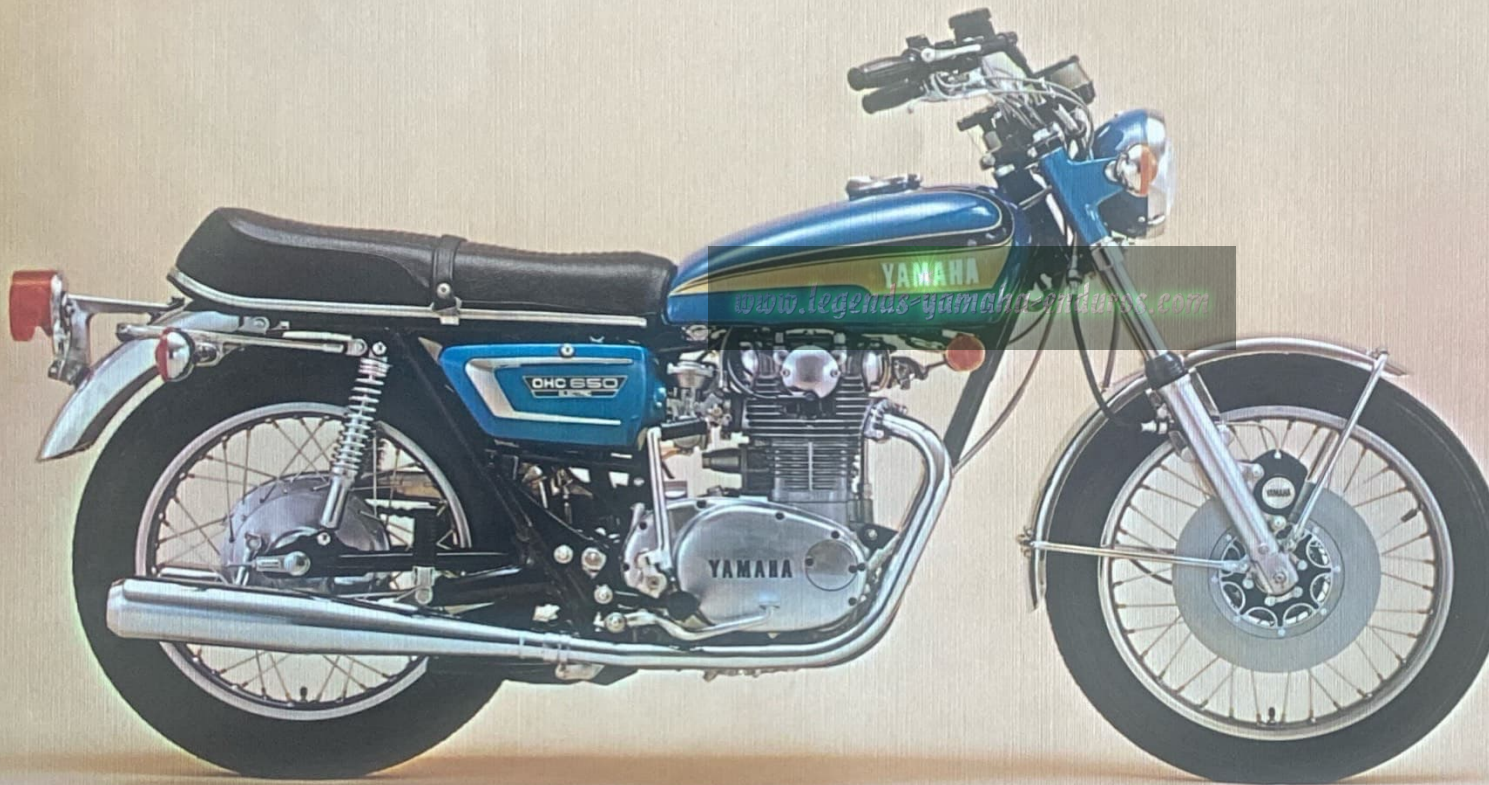
<b>WEIGHT (Net)</b>	463 lbs.
Overall width	35.8 in.
<b>PERFORMANCE</b>	
Max. speed range	120 mph plus
Climbing ability	26"
Min. turning radius	94.5 in.
Min. braking distance	46 ft. @31mph
<b>ENGINE</b>	
Type	4-stroke, SOHC, Parallel Twin
Displacement	45.3 cu.in.
Bore & Stroke	3.150 x 2.913 in.
Compression ratio	8.8:1
Carburetor	Twin 33 mm constant velocity
Max. torque	50.6 ft.-lb. @6,000rpm
Lubrication system	Forced dry sump
Starting system	Electric starter & Primary kick starter
Ignition system	Battery ignition
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	3.7 US gal.
<b>OIL TANK CAPACITY</b>	3.2 US qt.

\* Specifications subject to change without notice.



# TX650

## 650cc STREET



Back by popular demand, the new and improved King of the 650cc touring class. With the dependable 4-stroke, single overhead cam parallel twin, for smooth vibration-free touring at high speeds. Newly designed fuel tank styled just like the bigger 750. New wider, more comfortable seat, wet-sump oiling and a big front disc brake for reliable, straight-line braking every time.

### SPECIFICATIONS:

<b>WEIGHT</b> (Net)	439 lbs.
Overall width	35.6 in.
<b>PERFORMANCE</b>	
Max. speed range	115 mph plus
Climbing ability	26°
Min. turning radius	98.4 in.
Min. braking distance	46ft. @31mph
<b>ENGINE</b>	
Type	4-stroke, SOHC, Parallel Twin
Displacement	39.85 cu. in.
Bore & Stroke	2.953 x 2.913 in.
Compression ratio	8.4:1
Carburetor	Twin 33 mm constant velocity
Max. torque	40.1 ft.-lb. @6,000rpm
Lubrication system	Wet sump Trochoid pump
Starting system	Electric (with decompressor) & Primary kick starter
Ignition system	Battery ignition
Transmission	5-speed constant-mesh
<b>GAS TANK CAPACITY</b>	3.7 US gal.
<b>OIL TANK CAPACITY</b>	2.6 US qt.

\* Specifications subject to change without notice.



# TX500

## 500cc STREET

Here's another brand new 4-stroke from Yamaha for '73. With a dual overhead cam, 2-cylinder engine with eight valves, that delivers the power evenly throughout the entire performance range—and the kind of smooth, effortless lugging ability that only a 4-stroke can provide. This 500cc street machine also comes with Omni-phase Balancing for a vibrationless high-speed touring. A strong double cradle frame. Sure-stopping big front disc brake. Warning lamps that indicate loss of high or low beam, taillight failure, low oil pressure. An all-purpose key for added convenience. New cutoff switch, electric starter, helmet hanger and accessories compartment. Give this new beauty the once over. You'll like what you find.

### SPECIFICATIONS:

#### PERFORMANCE

Min. braking distance.....46 ft. @31 mph

#### ENGINE

Type.....4-stroke, D.O.H.C. Parallel Twin  
 Displacement.....30.39 cu. in.  
 Bore & Stroke.....2.874 x 2.346 in.  
 Carburetor.....(CV 32) x2  
 Lubrication system.....Wet sump Trochoid pump  
 Starting system.....Electric starter & Primary kick starter  
 Ignition system.....Battery ignition  
 Transmission.....5-speed constant-mesh

**GAS TANK CAPACITY**.....3.6 US gal.

**OIL TANK CAPACITY**.....2.6 US qt.

\* Specifications subject to change without notice.







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



# RD350

## 350cc STREET

Here's the production version of the smallest displacement machine ever to win the Daytona 200-mile National. The 2-stroke parallel twin that's got the whole industry talking. It's been called "the best production 350 Street in the world." And for '73, it's an even better machine. With a new 6-speed gearbox, new Torque Induction® and 7-port breathing for balanced power in every performance range. Torque Induction® also means fewer shifts around town, thanks to the additional pulling power this superior performance feature provides at the bottom end of the power curve. We've added a front disc brake for even better stopping action. A comfortable new seat. New instrument panel. And just about everything else you could ask for.

### SPECIFICATIONS:

**WEIGHT(Net)** ..... 315 lbs.  
**Overall width** ..... 32.9 in.

### PERFORMANCE

**Max. speed range** ..... 100 mph plus  
**Climbing ability** ..... 28"  
**Min. turning radius** ..... 90.6 in.  
**Min. braking distance** ..... 46 ft. @31 mph

### ENGINE

**Type** ..... 2-stroke, Torque Induction, Parallel Twin  
**Displacement** ..... 21.18 cu. in.  
**Bore & Stroke** ..... 2.520 x 2.126 in.  
**Compression ratio** ..... 6.6:1  
**Carburetor** ..... (VM 28 SC) x2  
**Max. torque** ..... 28.0 ft.-lb. @7,000 rpm  
**Lubrication system** ..... Autolube  
**Starting system** ..... Primary kick starter  
**Ignition system** ..... Battery ignition  
**Transmission** ..... 6-speed constant-mesh

**GAS TANK CAPACITY** ..... 3.2 US gal.

**OIL TANK CAPACITY** ..... 2.1 US qt.

\* Specifications subject to change without notice.





# RD250

## 250cc STREET



This lightest true touring model is improved for 1973. It's got a quick-to-respond 2-stroke, parallel twin engine, with Torque Induction<sup>®</sup>, 7-port breathing and a positive-touch 6-speed fully-synchromesh transmission that puts the power where you want it when you want without fail. There's a new instrument panel. New streamlined fuel tank. And all the proven reliability which has made Yamaha the undisputed champion in 250cc Road-Racing at Daytona the last 7 years straight.

### SPECIFICATIONS:

**WEIGHT(Net)** ..... 309 lbs.  
**Overall width** ..... 32.9 in.

**PERFORMANCE**  
 Max. speed range ..... 93 mph plus  
 Climbing ability ..... 24°  
 Min. turning radius ..... 90.6 in.  
 Min. braking distance ..... 46 ft. @ 31 mph

**ENGINE**  
 Type ..... 2-stroke, Torque Induction, Parallel Twin  
 Displacement ..... 15.07 cu. in.  
 Bore & Stroke ..... 2.126 x 2.126 in.  
 Compression ratio ..... 6.7:1  
 Carburetor ..... (VM 28 SC) x 2  
 Max. torque ..... 21.1 ft.-lb. @ 7,000 rpm  
 Lubrication system ..... Autolube  
 Starting system ..... Primary kick starter  
 Ignition system ..... Battery ignition  
 Transmission ..... 6-speed constant-mesh

**GAS TANK CAPACITY** ..... 3.2 US gal.

**OIL TANK CAPACITY** ..... 2.1 US qt.

\* Specifications subject to change without notice.



# RD60

## 60cc STREET

Here's a totally new and reliable little street machine for '73 that proves big fun can come in small packages. It's the perfect bike for beginners, not to mention being Yamaha's answer for the better little to-and-from machine. It's got easy-to-start, easy-to-operate 2-stroke efficiency and economy. A smooth sure 5-speed shifting pattern. And a sturdy little frame that's tough enough to last a lifetime of fun. Climb aboard. In no time at all, you'll be riding with confidence and control.

### SPECIFICATIONS:

**WEIGHT(Net)** .....163 lbs.  
**Overall width** .....24.8 in.

**PERFORMANCE**  
**Max. speed range** .....50~53 mph  
**Climbing ability** .....18°  
**Min. turning radius** .....70.9 in.  
**Min. braking distance** .....23.0 ft. @22 mph

**ENGINE**  
**Type** ..... 2-stroke, Torque Induction, Single  
**Displacement** .....3.36 cu. in.  
**Bore & Stroke** .....1.654 ×1.563 in.  
**Compression ratio** .....6.9:1  
**Carburetor** .....(VM 16 SH) ×1  
**Max. torque** .....3.4 ft.-lb. @6,500 rpm  
**Lubrication system** .....Autolube  
**Starting system** .....Primary kick starter  
**Ignition system** .....Magneto ignition  
**Transmission** .....5-speed constant-mesh

**GAS TANK CAPACITY** .....2.1 US gal.

**OIL TANK CAPACITY** .....1.1 US qt.

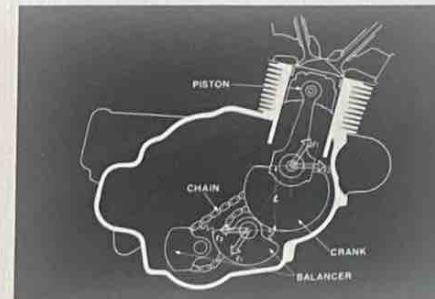
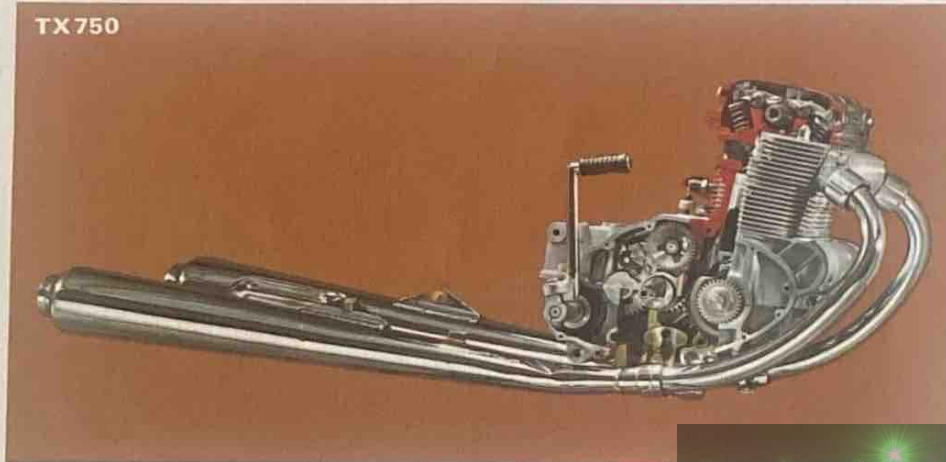
\* Specifications subject to change without notice.





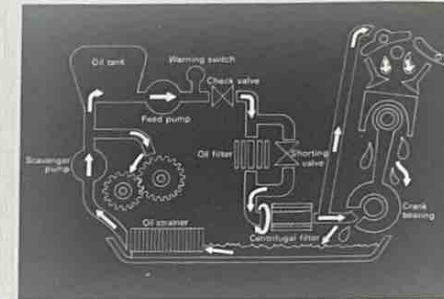
# STREET FEATURES

TX750



## OMNI-PHASE BALANCER

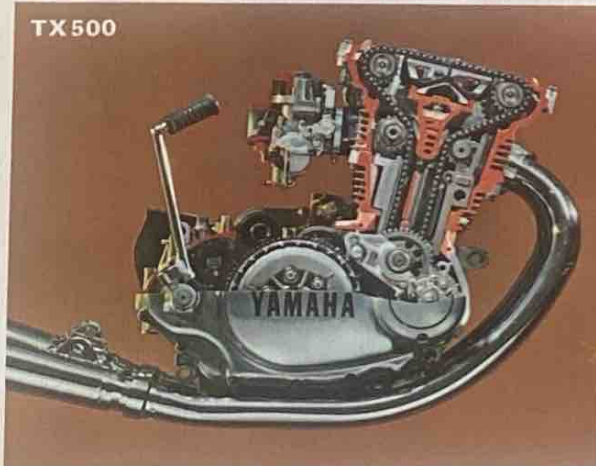
The powerful 4-stroke OHC parallel twin has new Omni-phase Balancing to eliminate vibration. A balance weight is driven by the crankshaft in opposite directions to absorb the power impulse of the piston thrust. A counter balancer is driven by this action to eliminate secondary impulse from causing vibration. Result is a smoother, quieter, more efficient engine.



## DRY SUMP LUBRICATION SYSTEM

In the dry sump lubrication system, a separate pressure pump is used to supply oil to the engine through an oil pipe. After lubricating engine parts, the oil returns to the sump located on the crankcase bottom, but immediately, it is pumped up. That is, the oil is not allowed to remain in the sump. This is why it is called the "dry sump." In this system, no larger space is needed for the sump, because no oil is stored. Hence, the engine can be built with less height. Moreover, it permits to use a larger quantity of oil with higher oil cooling efficiency.

TX500



## 4-STROKE OHC PARALLEL TWIN

With new Omni-phase Balancing to eliminate vibration. A balance weight is driven by the crankshaft in opposite directions to absorb the power impulse of the piston thrust. A counter balancer is driven by this action to eliminate the secondary impulse from causing vibration. Result is a smoother, quieter, more efficient engine. Available on TX 500 and TX 750 models.



## DISC BRAKE

A fade-free safety feature that means sure stops, even when you work your brakes hard.



## FRONT FORKS

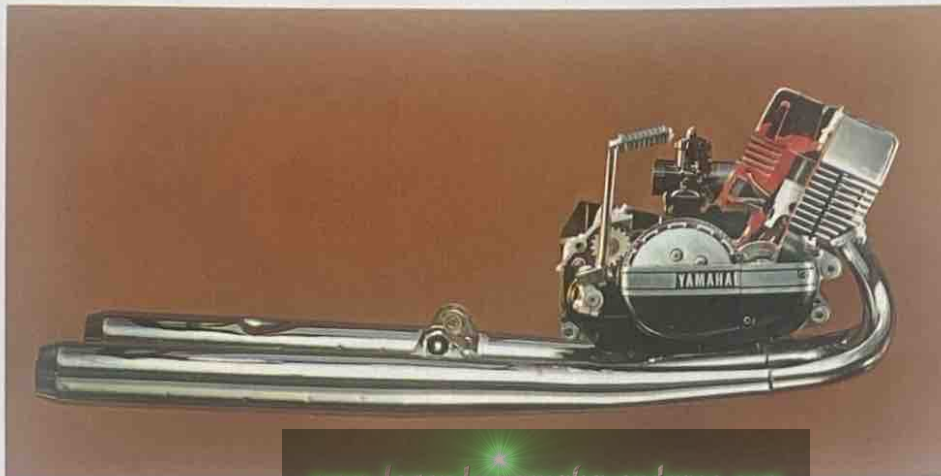
Enduro-type front forks are built stronger for better dampening action, handling and total control on the open road.





#### DOUBLE CRADLE FRAME

The full-scale double cradle frame has the ability to withstand twisting forces and is suitable for the big power of the 750 cc. We guarantee riding stability over all road shocks which normally occur while on a long-distance tour.



#### 2-STROKE PARALLEL TWIN

With Torque Induction for more horsepower at all rpm's. It's a cooler running, better breathing engine, thanks to Yamaha's reliable reed-valve induction and 7-port power.



#### AUTOLUBE

Yamaha exclusive Autolube automatic oil injection system means no premixing, no mess, no bother. But that's only the convenience side of the story. On the performance side, it means your Yamaha 2-stroke engine will last longer because it automatically adjusts the gas-to-oil mixture, depending on the speed and load from moment to moment.



#### SEPARATE TACHOMETER AND SPEEDOMETER

Big easy-to-read dials. Even at night you can monitor your engine's performance, since this streamlined designed pair of instruments is fully illuminated.



#### SIX SPEED TRANSMISSION

Smooth, positive, flick-of-the-toe control through all six gears: the transmission delivers effortless shifts up and down. (RD250, RD350)



#### FRONT FORK AND REAR CUSHION

The safety-durability-comfort system. Enduro front forks, lightweight exposed spring rear cushions, dust-and water-proof brakes for sure stops in all types of weather. 5-position adjustable rear shocks that let you match the ride to where you're riding.



#### SAFETY ITEMS

To make sure you're seen, new headlight, bright taillight, and safety reflectors. Plus turn signals front and rear for even more safety and rider confidence.



# YAMAHA

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





# ROAD RACER

The ultimate test of endurance is the track. The Yamaha Road Racing line for '73 features two undisputed Daytona-proven champions and a brand new machine that's sure to follow their lead. Look at the record for yourself and you'll get an idea of the consistent race-winning performance of these sleek, wind-swept competitors:

## Yamaha's Daytona 250 cc Record

1965—8 out of the first 10, including 1st  
1966—8 out of the first 10, including 1st  
1967—7 out of the first 10, including 1st  
1968—7 out of the first 10, including 1st  
1969—8 out of the first 10, including 1st  
1970—9 out of the first 10, including 1st  
1971—All of the first 10 places  
1972—All of the first 32 places

## Yamaha's Daytona 350 cc Record

1972—4 out of the first 5 places, including 1st  
The Yamaha TZ350 was the smallest displacement machine ever to win the Daytona 200-mile National... giving away 400cc's to the field of thundering 750's.

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



# TZ350

## ROAD RACER



Here's the smallest displacement machine ever to win the Daytona 200-mile National. It happened in 1972. When Yamaha 350's beat the thundering 750's to place 1, 2, 3 and 5. In the process of winning the "Daytona 200," the TZ 350 recorded an average speed of 103.58 mph on the twisting 3.8 mile road course. For '73 the TZ 350 is going to be even tougher. With a new water-cooled engine and 6-speed transmission. The TZ 350 provides the proven performance and reliability needed to win any race.

### SPECIFICATIONS:

<b>WEIGHT</b> (Net)	approx. 254 lbs.
Overall width	20.1 in.
<b>PERFORMANCE</b>	
Max. speed range	140 mph plus
Min. turning radius	176.8 in.
<b>ENGINE</b>	
Type	2-stroke, 5-port, Piston valve, Parallel Twin (water-cooled)
Displacement	21.18 cu. in.
Bore & Stroke	2.520 x 2.126 in.
Compression ratio	7.04:1
Carburetor	(VM 34 SC) x2
Max. torque	30.2 ft.-lb. plus @9,000 rpm
Lubrication system	Autolube and Gasoline & Oil mixed (30:1)
Starting system	Push-to-start
Ignition system	C.D.I.
Transmission	6-speed constant-mesh
<b>GAS TANK CAPACITY</b>	6.0 US gal.
<b>OIL TANK CAPACITY</b>	

\* Specifications subject to change without notice.



# TA250

## ROAD RACER

You're looking at the winningest road racer ever made. Last season, Daytona fans saw the thundering pack of Yamaha's capture all of the first 32 places in lightweight 250cc class Road Racing competition. For 1973, this mighty performer promises to be even better. With a new 6-speed transmission there's literally no better machine to ride in 250cc road racing competition.

**SPECIFICATIONS:**

**WEIGHT(Net)** ..... approx. 231 lbs.  
Overall width ..... 20.1 in.

## PERFORMANCE

**PERFORMANCE**

Max. speed range .....	134 mph plus
Min. turning radius .....	176.8 in.

## ENGINE

ENGINE	
Type	2-stroke, 5-port, Piston valve, Parallel Twin
Displacement	15.07 cu. in.
Bore & Stroke	2.126 × 2.126 in.
Compression ratio	7.6:1
Carburetor	(VM 34 SC) × 2
Max. torque	22.9 ft.-lb. ips @ 9,500 rpm
Lubrication system	Autolube and Gasoline & Oil mixed (30:1)

Starting system .....	Push-to-start
Ignition system .....	C.D.I.
Transmission .....	6-speed constant-mesh

**GAS TANK CAPACITY**.....6.0 US gal.  
**OIL TANK CAPACITY**.....2.1 US qt.

\* Specifications subject to change without notice





# YAMAHA ACCESSORIES

## The official Yamaha safety helmet line

Safety, quality and styling. You get all three in the exciting new Yamaha helmet line. You also get to choose from three series: Enduros, Streets and Racers. With styling, color coordinated with most of the bikes in Yamaha's line for '73. All are lightweight, comfortable, and made of either Polycarbonate or fiberglass to meet the most stringent requirements for safety and quality. In fact, these U.S.A. manufactured helmets exceed Z90.1 standards, and are SHCA certified (there are no better approvals a helmet can get). The styling speaks for itself. With wind-swept graphics patterned after those worn by Yamaha Racers. Yamaha safety helmets are available in

standard and full-coverage styles. Yamaha street helmets come with an optional full-face conversion called "Retrofit," ideal for riding in cold or inclement weather. But that's not all. When you buy any standard helmet in the Enduro series, you get a free MX smoked-grey visor. When you buy any full-coverage Enduro or Racer you get a free flip-up face shield and tear-off mud lens. See the helmets with better looking protection for the whole family at your Yamaha dealer's Safety Center. In fact, that's where you'll find the complete line of new Yamaha accessories for both man and machine.



ENDURO - Full coverage Super RT, Maroon CT and Silver DT available in fiberglass only. The same three colors also available as standard models in your choice of Polycarbonate or Fiberglass. Free MX smoked-grey visor packed with each standard helmet. Sizes: small, medium, large and extra large.

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







*RACERS—Official Yamaha Racing Colors. Full coverage and standard models available in fiberglass only. Full coverage model packed with free flip-up shield and tear-off mud lens. Sizes: small, medium, large and extra-large.*



*STREETS—Available in Polycarbonate, standard models only. Your choice of green, bronze or blue striping. Optional bolt-on "Retrofit" full-coverage conversion to match each stripe color. Sizes: small, medium, large and extra-large.*



*MINIS—Full coverage and standard models, made of high-quality fiberglass. Colors are perfectly matched to the new GT1 & GT-MX. And identical to those worn by Yamaha Racers. Available in child's size only.*

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



# How we built the “Better machines”

## YAMAHA INTERNATIONAL CORPORATION



Our first phase construction, completed in March of 1971, occupies 12 acres of our 20-acre building site in Buena Park, California. It includes this 43,000 sq. ft., two story building, and the 125,000 sq. ft. warehouse and service building. This plan has been designed to give Yamaha the flexibility needed for future expansion.

## YAMAHA MOTOR CO., LTD. MAIN FACTORY

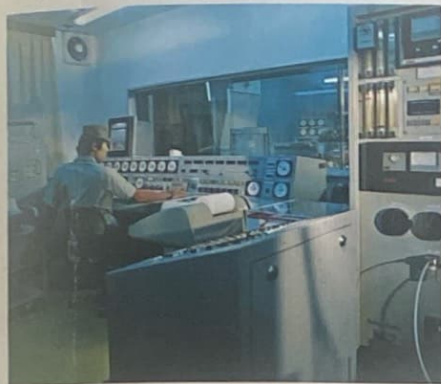


Yamaha Main Factory is the heart of the Yamaha industrial group. It is an ultra-modern gigantic plant complete with all-round manufacturing functions, such as motorcycle and snowmobile assembly lines, 4-cycle engine assembly line, quality control system, design, research and de-

velopment departments. Yamaha's upswing in production has been something outstanding since this plant was put into full-swing operation in 1970. The Yamaha Parts Center which ensures quick and smooth parts supply to every part of the world is also at this site.



- 1 With the use of ultra-modern equipment and basic research programs, new machines are produced.



- 2 The precision processing of the integral parts of the engine is performed at the engine shop utilizing many automatic machines.



- 3 Parts requiring high strength and durability are hardened using a modern gas carburizing furnace.



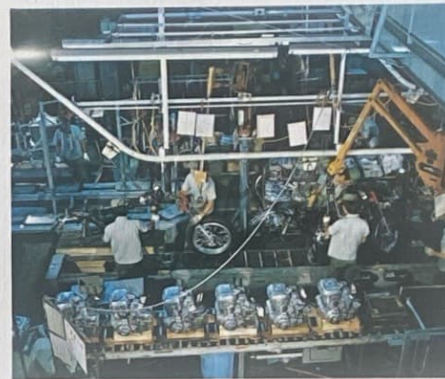
- 4 The tubular frame which is the result of expert technical design is carefully welded.



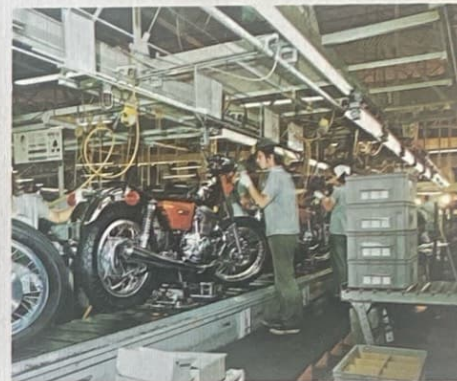
- 5 Frames and gas tanks are painted in beautiful colors and finely finished one after another in the modern paint shop which is another example of an efficient production layout.



- 6 The engine which is the heart and spirit of the machine is painstakingly assembled on the elaborate assembly line.



- 7 The final chassis assembly begins. Many quality parts are supplied to the huge chassis assembly factory and the hands of eager young workers skillfully complete the process.



- 8 A new model whose assembly is almost completed..... The completed machines are carefully and rigorously inspected, one by one, and then forwarded to the packing and shipping line. Soon these machines will be delivered to people all over the world who are waiting for a quality experience in the shape of a YAMAHA.





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

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