

YZ'S



YAMAHA

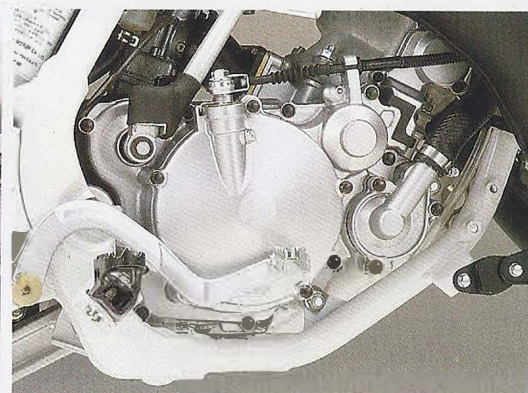
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YAMAHA
We make the difference.™

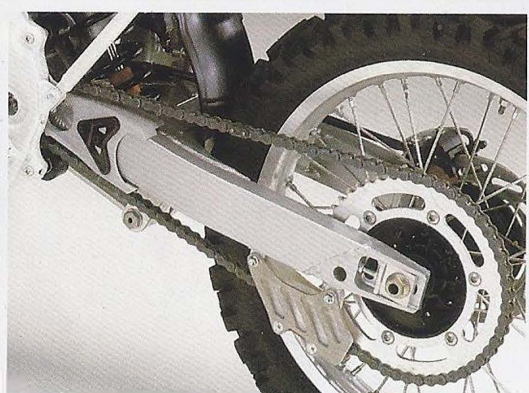
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Our "upside-down" forks provide work-caliber handling.



Separate clutch cover means easier servicing.



A new, square-section swingarm offers greater rigidity for better performance.



Our line of helmets is just like our line of YZ's: stylish and extremely rugged.

The YZ125. The only thing that's not new to it, is its ability to win.

At Yamaha, our engineers have always realized that if you don't go forward, you end up going backward.

Which is why we created in our YZ125, a machine that's new in every respect. In fact, the challenge in describing it isn't what to discuss but where to begin. So if it's okay, we'll start with the engine.

For 1989 we've increased the displacement to 124.8cc. Added a Nikasil plated cylinder to reduce weight and increase durability, plus new porting for greater power output.

In addition, we added a new Mikuni TM35SS flat slide carburetor that dramatically improves throttle response, particularly at low end and mid-range.

The airbox is larger as well, thereby improving airflow and ultimately, performance. And because the airbox and new muffler are quieter, you'll have no problem hearing the crowd cheer you on.

Speaking of the muffler, we've tucked the exhaust pipe in closer

to the frame so it's less likely to get damaged. And we've added another mounting point to reduce vibration.

We've also changed the primary gear and transmission ratios. Created a new clutch mechanism with a lighter pull. And redesigned the cover so you no longer have to pull off the entire side cover to service the clutch.

Not all of our efforts, however, went into the engine. We've also built a new frame and suspension package. Which, combined with a stronger swingarm and new 19" rear wheel and tire, provide superb stability and handling.

The new chassis also features an improved swingarm lever ratio for a smoother ride. A removable side stay for easier access to the rear shock. And a "works-style" chain guide for greater durability and reduced noise.

By now, you're probably wondering when we're going to discuss the most visible change we've made. Well, here goes. The front forks on the YZ are upside down. Not to make it look like a works machine but to make it

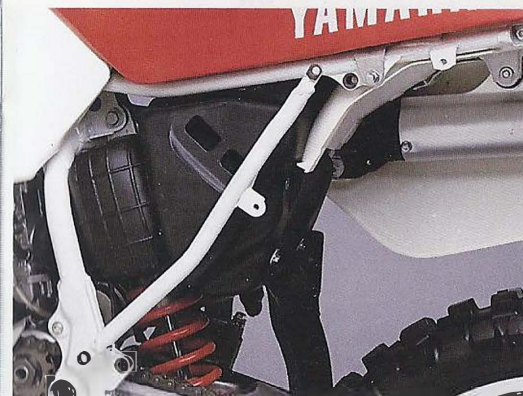
perform that way. By not only providing greater rigidity, but greater ground clearance for the fork tubes. And a new works-type KYB rear shock means that the YZ125 is far more sensitive to bumps.

To help improve your lap time even more, we've added a 19" rear wheel. The wheel is used in conjunction with a new, low-profile rear tire that lessens tire flex while also providing the same ride height as a conventional 18" wheel. The result: a rear end that offers substantially better traction entering and leaving corners.

To help you drive into the corners harder, there's a 20% increase in braking power. Courtesy of new brake pads, and an improved lever ratio. As a result, the pull on the front brake can be controlled by one finger. Leaving your other fingers free for flashing the victory sign.

Of course, we'd love to list all the new features here. But we can't. Trust us, though. The only thing that's not new to it is the sight of the checkered flag.

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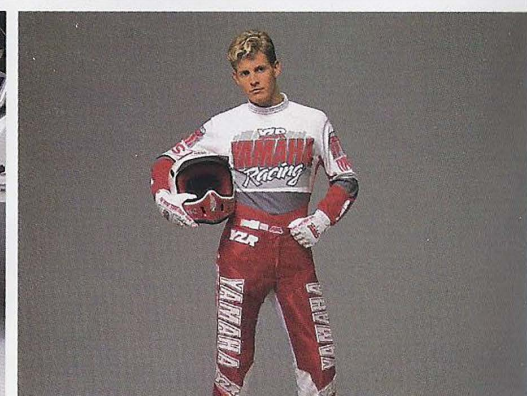
Left seat-support tube is easily removable, giving quicker access to shock and airbox.



In addition to reducing fork flex, we made the swingarm and frame more rigid.



The YZ250 delivers superior traction, thanks to a new, 19" low-profile rear tire.



If you want to look as stylish as your YZ, look no further.

The YZ250.

About the only thing it has in common with last year's model is its name.

The rest, as you'll see, is vastly different.

The forks are new. The frame is new. The swingarm is new. The rear wheel is new. The exhaust system is new. The brakes are new. The tires are new. And this method of describing it is quickly getting old. So we'll start doing it differently, and in more detail.

Beginning with the engine. While our 250 engine is still a liquid-cooled, five-speed, there have been substantial changes. The cylinder has been ported to deliver more power where you need it: from low- to mid-range and at the top-end.

Something which is also helped by the new Mikuni TM38SS flat slide carburetor. A flat slide design, in effect, atomizes or "breaks up" the fuel better. And because it does so, the fuel is burned more efficiently and the engine develops more power.

Something which is also helped by the new exhaust system. It not only produces more power, it does it more quietly. And because the pipe is in closer to the frame, there's less chance of it getting damaged.

Note: we're now at about the halfway point. If you want to take a break and visit your Yamaha dealer to buy a new YZ250, go ahead. If you still need some convincing, read on.

If there's one area in which the YZ frame has been improved, it's in terms of rigidity. Our thinking here, like the frame itself, is inflexible: it has to be as rigid as possible. Which it is.

And while we've made it easy to praise our new YZ's, we've also made it easy to tear them apart. For instance, you'll find the left side stay of the frame removable. That way, it's easier to service the rear shock.

Perhaps the most noticeable new feature of the machine is the front suspension. There you'll find works-style "upside-down" forks—a design that not only insures greater rigidity and ground clearance, but more

precise handling as well. And bringing up the rear, you'll discover the new heavy-duty KYB shock absorber is less prone to shock fade.

The handling is also helped by another new feature: a 19" rear wheel. As a result, the rear end is more responsive, offering improved traction and handling.

Nor have the brakes been forgotten. A new lever ratio and Nissin caliper give you greater braking power with a lighter pull.

Of course, a lot of people who buy a motocross machine feel they have to replace half of it with aftermarket parts to be competitive. And in some cases, they do.

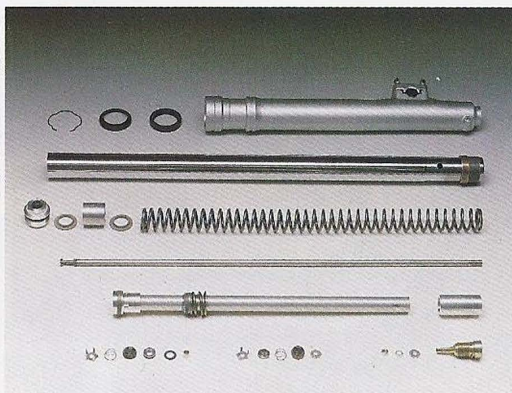
Not, however, in this case. Because the Yamaha YZ250 is equipped with the best of everything.

Obviously, to be competitive, you need to possess both the machine and the riding ability. Buy a Yamaha YZ250 and you're at least half of the way there.

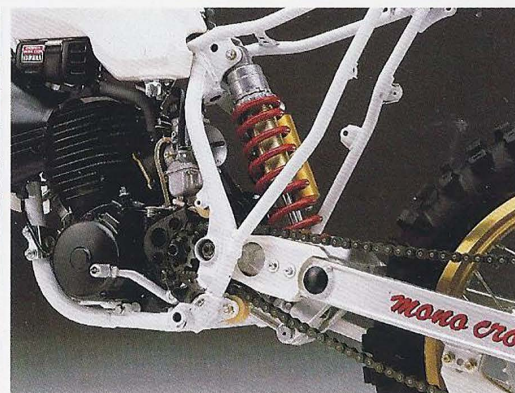
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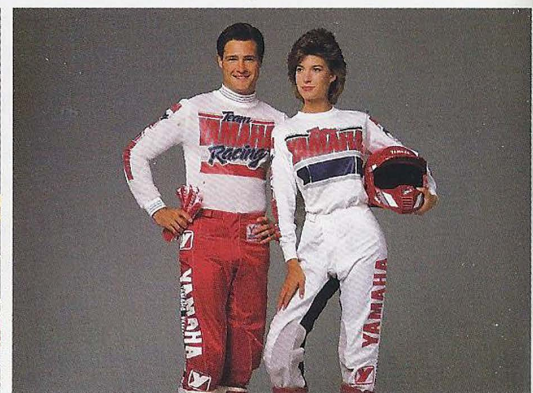
The YZ490 engine is not only remarkably powerful but extremely reliable.



Heavy-duty cartridge forks insure consistent rebound/compression damping.



Rear shock with aluminum remote reservoir provides superb damping.



Our Pro-Line Sport Apparel. Don't leave for the off-road without it.

The YZ490. More of a good thing.

If you're the kind of rider who's been riding for a few years now and is looking for a bigger bike, then step up to the YZ490.

The kind of bike that the majority of riders could spend the next seven years trying to push to the limits of its endurance, and never come close.

Enough on the superlatives, let's get on with the specifics. Starting with its race-proven engine. A power plant that's not only incredibly reliable but adds new meaning to the term "torque." The powerband is incredibly broad. There's no hesitation. Roll on the throttle and it just motors away.

To go along with all of this power, we've provided all of the high-tech goodies you need to control it. Like a set of cartridge front forks that provide smooth and consistent compression and rebound damping. And a

230mm carbon-steel front disc brake.

Of course, with all of these features you'd expect our new YZ490 to be on the expensive side. It's not. In fact, it's one of the best buys around.

Conclusion? Riders aren't the only things to go farther on a YZ490. Your money goes pretty far, too.

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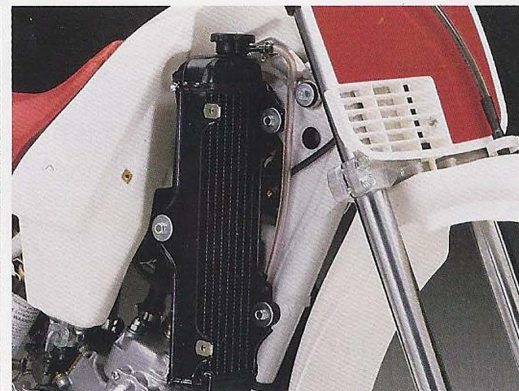
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Our smallest YZ's rear suspension is just like our bigger YZ's: a Monocross setup.



The YZ80 stops as well as it goes, courtesy of a 190mm front disc brake.



Its reliable, liquid-cooled engine delivers impressive power.



Here's what the well-dressed MXer will wear this year: a Team Yamaha T-shirt.

The YZ80. A perfect example of Yamaha's "trickle-down" theory.

If you could hoist any of our other YZ's up onto a copying machine and then reduce them, this is what you'd have.

Or to put it another way, the YZ80 shares many of the features of our bigger MX bikes. Except their size.

The engine, for instance, is liquid-cooled. Just like our YZ125 and YZ250.

The engine also has the legendary YZ six-speed transmission. Just like our 125.

In fact, if you were to take its engine apart, you'd find many of the same tricks that we have in our bigger machines. As well as a few that we don't.

Of course, the one thing we've never been big on changing is its size. Its small frame and easy-to-reach controls make it remarkably "user friendly." Whether you're just starting out in racing. Or already winning races.

The YZ80 is also equipped with heavy-duty telescopic front forks. An ultra-trick Monocross rear suspension. And a 190mm front disc brake with twin-piston floating calipers. Hence, it stops as well as it goes.

We could go on and on about all of the technoid details that make our YZ80 go on and on. But ask your Yamaha dealer to give you all the dirt on our littlest MXer.

You'll find he's great at making small talk.

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YZ80

ENGINE	
Type	Liquid-Cooled 2-Stroke
Displacement	82.5cc
Bore and Stroke	48.0 x 45.6mm
Compression Ratio	8.3:1
Maximum Torque	10.1 ft-lbs (1.4 kg-m) @ 11,500 rpm
Carburetion	Mikuni VM26SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Premix
Oil Capacity	0.74qt (0.7l)
Transmission	6-Speed
CHASSIS	
Overall Length	70.7" (1,795mm)
Overall Width	30.1" (765mm)
Overall Height	41.7" (1,060mm)
Seat Height	31.5" (800mm)
Wheelbase	48.6" (1,235mm)
Ground Clearance	11.4" (290mm)
Dry Weight	135 lbs (61.3kg)
Fuel Tank Capacity	1.32gal (5l)
Suspension	
Front	Telescopic Fork
Rear	Swingarm
Brakes	
Front	Single Disc
Rear	Drum
Tires	
Front	70/100-17 40M
Rear	90/100-14 49M
Coloring	White

YZ125

ENGINE	
Type	Liquid-Cooled 2-Stroke
Displacement	124.8cc
Bore and Stroke	56.0 x 50.7mm
Compression Ratio	8.7-11.0:1
Maximum Torque	N/A
Carburetion	Mikuni TM35SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Premix
Oil Capacity	0.687qt (0.65l)
Transmission	6-Speed
CHASSIS	
Overall Length	84.1" (2,135mm)
Overall Width	33.5" (850mm)
Overall Height	49" (1,245mm)
Seat Height	37.2" (945mm)
Wheelbase	57.1" (1,450mm)
Ground Clearance	14" (355mm)
Dry Weight	N/A
Fuel Tank Capacity	2.11gal (8l)
Suspension	
Front	Telescopic Fork
Rear	Swingarm
Brakes	
Front	Single Disc
Rear	Single Disc
Tires	
Front	80/100-21 51M Bridgestone
Rear	100/90-19 Bridgestone
Coloring	White

YZ250

ENGINE	
Type	Liquid-Cooled 2-Stroke
Displacement	246cc
Bore and Stroke	68 x 68mm
Compression Ratio	8.7-10.5:1
Maximum Torque	N/A
Carburetion	Mikuni TM38SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Premix
Oil Capacity	0.846qt (0.8l)
Transmission	5-Speed
CHASSIS	
Overall Length	85.8" (2,180mm)
Overall Width	33.5" (850mm)
Overall Height	48.2" (1,225mm)
Seat Height	37.4" (950mm)
Wheelbase	58.3" (1,480mm)
Ground Clearance	13.4" (340mm)
Dry Weight	N/A
Fuel Tank Capacity	2.11gal (8l)
Suspension	
Front	Telescopic Fork
Rear	Swingarm
Brakes	
Front	Single Disc
Rear	Single Disc
Tires	
Front	80/100-21 51M Dunlop
Rear	110/90-19 Dunlop
Coloring	White

YZ490

ENGINE	
Type	Air-Cooled 2-Stroke
Displacement	487cc
Bore and Stroke	87 x 82mm
Compression Ratio	6.94:1
Maximum Torque	44.1 ft-lbs (6.1 kg-m) @ 6,000 rpm
Carburetion	Mikuni VM40SS
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Premix
Oil Capacity	0.846qt (0.8l)
Transmission	5-Speed
CHASSIS	
Overall Length	85.6" (2,175mm)
Overall Width	33.5" (850mm)
Overall Height	48.2" (1,225mm)
Seat Height	37.4" (950mm)
Wheelbase	58.1" (1,475mm)
Ground Clearance	13.2" (335mm)
Dry Weight	226 lbs (102.5kg)
Fuel Tank Capacity	2.64gal (10l)
Suspension	
Front	Telescopic Fork
Rear	Swingarm
Brakes	
Front	Single Disc
Rear	Drum
Tires	
Front	80/100-21 51M
Rear	110/100-18 64M
Coloring	White

Specifications subject to change without notice.

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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.

