

FJ1200



www.legends-yamaha-enduros.com

Foto: prototipo

NEW



Virago

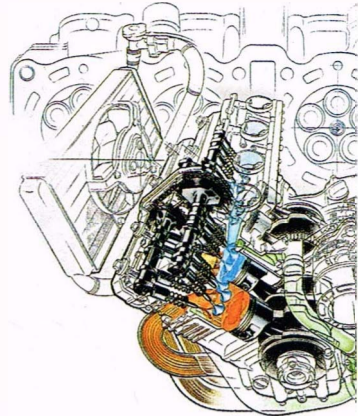
• 4-stroke, SOHC, V-twin • 63.5PS/6,500rpm • Two-tone painted "teardrop" fuel tank • Damping-adjustable rear suspension • Front double disc brake • Shaft drive

NEW



FZ750

• 4-stroke, liquid-cooled, DOHC, four • 102PS/10,500rpm • 5-valves-per-cylinder head with downdraft carburation • "Wide cradle" frame fabricated in box-section tubes • Rising-rate Monocross suspension with remote damping/preload adjustments • Triple ventilated disc brakes with opposed-piston calipers



XVZ12TD

• 4-stroke, liquid-cooled, DOHC 16-valve, V-four • 97PS/7,000rpm • YICS • Computer Levelling Air Suspension System (CLASS) • Rising-rate Monocross suspension • Standard-equipment audio system • Aerodynamic full fairing • Shaft drive • Triple ventilated disc brakes



XJ900F

• 4-stroke, DOHC, four • 98PS/9,000rpm • YICS • Programmed rear suspension damping/preload adjustment • Triple ventilated disc brakes with opposed-piston calipers • Shaft drive • Air-assisted front forks • Oil cooler



• 4-stroke, DOHC, four • 72PS/10,000rpm • Frame-brakes with opposed-piston calipers • Frame-controlled ignition with electric advance



RD500LC

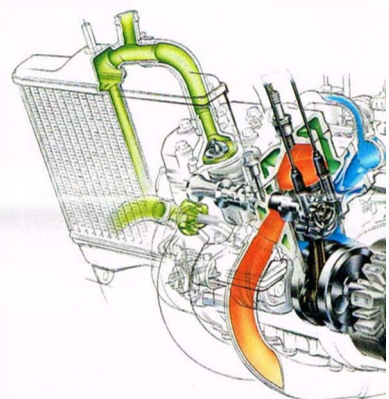
• 2-stroke, liquid-cooled, V-four • 87PS/9,500rpm • YPVS • Rising-rate Monocross suspension • Triple ventilated disc brakes • "Wide cradle" frame fabricated in box-section tubes • 16-inch front wheel

NEW



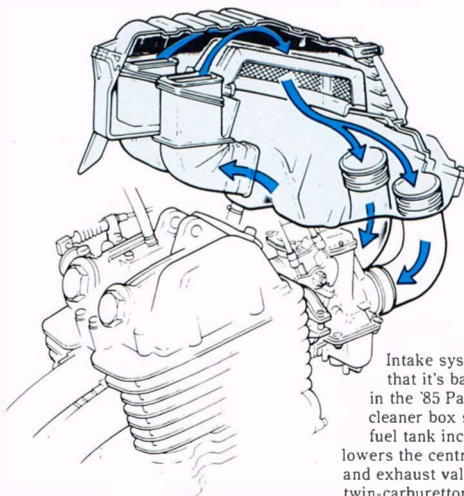
RD350F

• 2-stroke, liquid-cooled, twin • 63PS/9,000rpm • YPVS • Newly designed fuel tank, seat and side covers • Expansion-chamber exhaust with racing-type silencers • Rising-rate Monocross suspension • Triple slotted disc brakes with opposed-piston calipers • "Wide cradle" frame



RXS100

• 2-stroke, Torque Induction, single • 12.2PS/8,500rpm • YEIS • CD ignition • Autolube oil injection system • 5-speed transmission



Intake system of the XT600 Ténéré shows that it's based on our factory machines raced in the '85 Paris-Dakar rally. The 6-litre air cleaner box situated beneath the rear of the fuel tank increases intake efficiency and lowers the centre of gravity. Larger intake and exhaust valves, coupled with revised twin-carburettor YDIS, guarantee more top-end performance.

NEW



XT600

• 4-stroke, SOHC 4-valve, single • 46PS/6,500rpm • design for low centre of gravity • YDIS • Rising-rate Monocross suspension • Opposed-piston caliper • Dry-sump lubrication



BL125 BELUGA

• 2-stroke, Torque Induction, single • 12.2PS/7,000rpm • Trailing-link suspension with anti-lift system • Electric starting • V-belt automatic transmission • Fuel gauge • CD ignition



YB100

• 2-stroke, rotary valve, single • 9.8PS/8,000rpm • Autolube oil injection system • Enclosed drive chain • 4-speed transmission



CV8

• 2-stroke, Torque Induction, single • 5PS/6,000rpm • and automatic choke • Fuel gauge • CD ignition

NEW



FJ1200

- 4-stroke, 1,188cc DOHC 16-valve, four • 125PS/9,000rpm • New head fairing and engine undercowl
- 'Lateral' frame fabricated in box-section tubes • Rising-rate Monocross suspension with programmed damping/preload adjustments • Triple ventilated disc brakes with opposed-piston calipers • 16-inch front and rear wheels

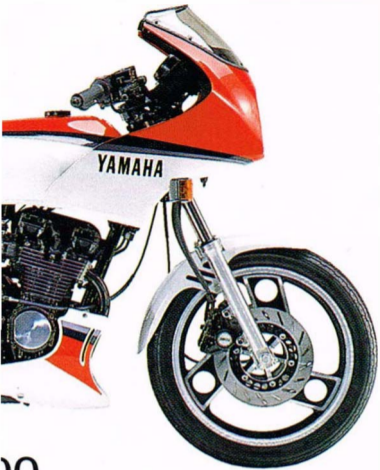


Totally re-designed head fairing and engine undercowl give marked improvement in FJ1200's aerodynamic efficiency. The fairing now has a lower frontal area, front flashers integrated to the "handguards", and streamlined rear-view mirrors with oval stems. The engine undercowl covers lower part of

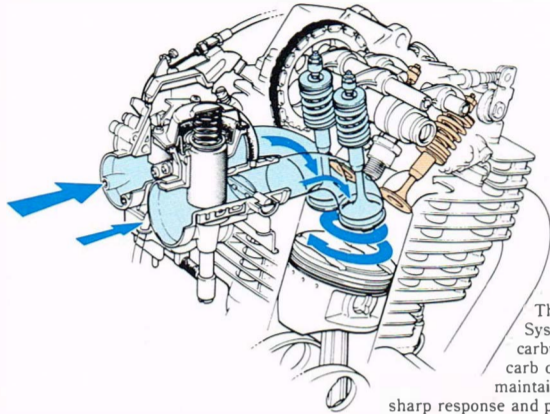
frame and engine to minimise turbulence. These result in better air penetration and rider protection, plus CdA rating of only 0.34!



FZ750's 5-valve engine is the first of its kind. The lightweight valves not only let the engine rev higher, also allows for lighter valve springs. The result is less pressure on the valve train and virtually no maintenance. What's more, the ideal combination of efficient cylinder filling and "convex" combustion chamber provides much more power and torque delivery.



• Rising-rate Monocross suspension • Triple slotted disc brakes with opposed-piston calipers • New head fairing and engine undercowl • Transistor-



The SRX600's Yamaha Duo Intake System (YDIS) uses two carburetors — a primary direct-pull carb operates at low speeds, maintaining high flow speed for sharp response and plenty of bottom-end torque, while the secondary constant-velocity unit opens up at higher speeds for top-end power as the rider demands it.

NEW



SRX600

- 4-stroke, SOHC 4-valve, single • 45PS/6,500rpm • YDIS • Dry-sump lubrication with aluminium oil tank • Double-cradle frame fabricated in box-section tubes • Triple slotted disc brakes with opposed-piston calipers • Aluminium side covers

NEW



RD350

- 2-stroke, liquid-cooled, twin • 63PS/9,000rpm • YPVS • Newly designed fuel tank, seat and side covers • Expansion-chamber exhaust with racing-type silencers • Rising-rate Monocross suspension • Triple slotted disc brakes with opposed-piston calipers • 'Wide cradle' frame



RD125LC

- 2-stroke, liquid-cooled, single • 12.2PS/9,500rpm • YEIS • Monocross suspension • Front disc brake • Head cowl and engine undercowl • CD ignition



Yamaha Power Valve System (YPVS) consists of exhaust port valves and give variable exhaust timing. Operated by a servomotor and a microprocessor, the valves coincide with engine requirements and rider demands. The result is substantial torque in the low- and mid-speed ranges, with nominal horsepower at the top end.



TENERE

• Electric starting • New fuel tank and air cleaner • Rising-rate Monocross suspension • Front disc brake with oil cooler



XT350

- 4-stroke, DOHC 4-valve, single • 31PS/7,500rpm • YDIS • Front disc brake • Rising-rate Monocross suspension • Aluminium wheel rims

NEW



DT125LC

- 2-stroke, liquid-cooled, single • 12.2PS/7,000rpm • YEIS • Rising-rate Monocross suspension • CD ignition • Engine counterbalancer



VELUGA

• V-belt automatic transmission • Electric starting



V80DL

- 2-stroke, Torque Induction, single • 6.5PS/6,000rpm • 3-speed transmission with automatic centrifugal clutch • Enclosed drive chain • CD ignition • Large legshields and dual seat



T80

- 4-stroke, SOHC, single • 6.5PS/7,500rpm • 4-speed transmission with automatic centrifugal clutch • Shaft drive • CD ignition • Fuel gauge • Large legshields and dual seat

XT600 TÉNÉRÉ

