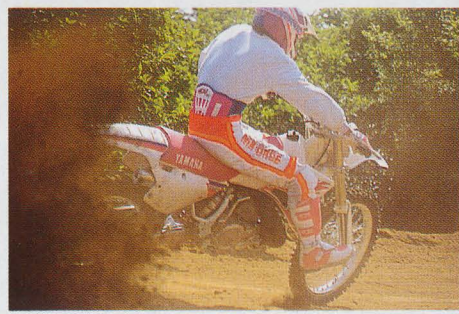


YZ250/125/80

YAMAHA



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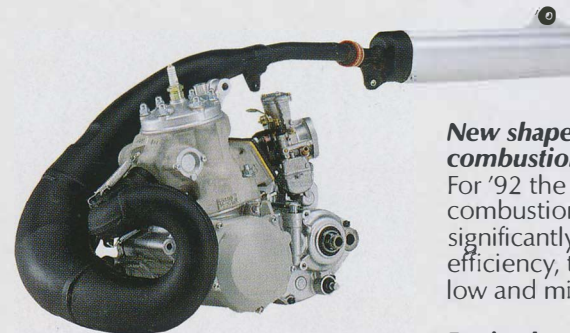
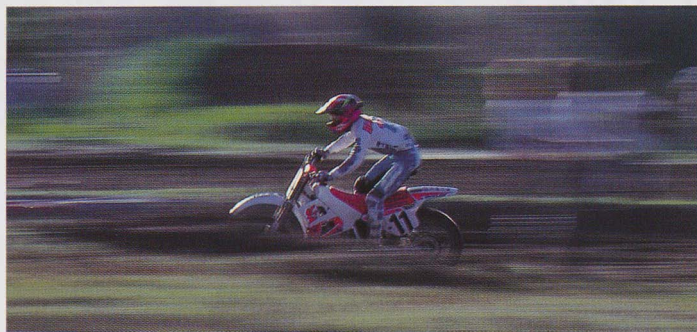
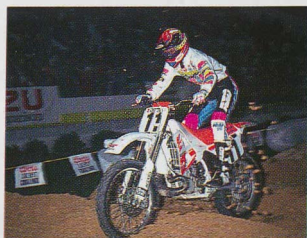
Yamaha's '92 YZ125/250. Designed to take you to the front and stay there!

Winning is never easy. It requires skill, courage, fitness and the right machine. A bike like a '92 model YZ.

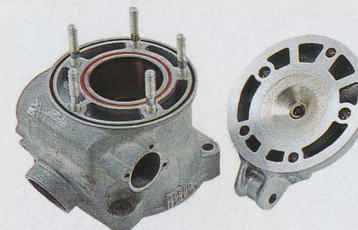
Over the last season Yamaha race engineers have analysed every part of our motocross models, and wherever improvements were possible, they've been made.

And so for '92 our YZ125 and 250 models are equipped with redesigned motors for explosive acceleration off the line as well as an improved suspension system for quicker lap times.

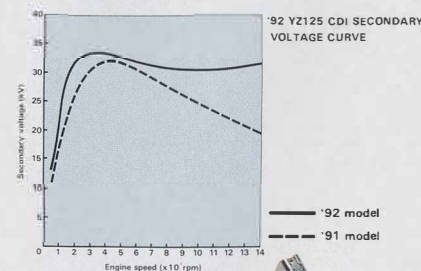
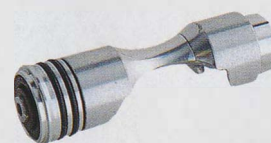
It'll make winning a little easier.



YZ250 ENGINE



YZ125 ENGINE



New shape combustion chambers

For '92 the YZ125 is fitted with a flat-top combustion chamber. Designed to significantly improve combustion efficiency, this new design gives increased low and mid-range power.

Revised cylinder porting

To obtain maximum benefit from the new head design we've revised the YZ's porting layout. As a result the '92 model accelerates quicker and pulls harder at maximum rpm.

Redesigned Yamaha Power Valve System

YZs run hard and fast, so to reduce heat-induced deformation we've redesigned our famous YPVS for '92. By reducing its diameter and reshaping the valve's profile the motor now develops even more power at high rpm.

Smoother and lighter clutch

For improved off-the-line performance, Yamaha engineers have made the YZ125's clutch action smoother by using a new internal mechanism.

YZ ENGINES

For '92 our race engineers have refined and improved the 125 and 250 powerplants to give you the advantage when the gate drops. And this is how we've done it.

A lot of attention has been paid to the top-end of both motors. For increased high-rpm performance we've redesigned the 125's combustion chamber, and both 125 and 250 use revised cylinder porting that translates into quicker acceleration off the line. Both machines get new YPVS assemblies, and for improved durability the 250 is fitted with a stronger piston pin, thicker piston rings and a specially hardened crankshaft.

To make full use of the increased bottom-end power on both bikes we've substantially improved clutch operation. This has been achieved by redesigning the internal mechanism on the 125, and by fitting a longer push-lever on the 250. The result is smoother and lighter clutch action for even faster gating!

Other detail changes include revised carburetor settings on both models, a larger capacity cooling system on the 250 and a more powerful ignition system on the 125 for a stronger spark at maximum rpm.

Features that all add up to one thing: the edge over the competition!

YZ CHASSIS

A major aim for the new season was to produce an even better chassis for our YZ125 & 250. And we have.

Upside-down 43 mm front forks now offer 310 mm wheel travel and for increased straight-line and cornering rigidity the distance between fork legs is up from 185 to 190 mm.

Important changes are also made to the rear

shock, which now features a unique temperature-compensating mechanism on the compression stroke. This system reduces the effects of heat buildup in the damping oil during long races for more constant shock performance. And for improved action and reduced stiction, shock stroke is increased to 132 mm.

Races can be won or lost by late-braking for corners, so for improved stopping power the '92 YZ's are equipped with new reinforced brake lines which give more positive rider feel.

Straight-pull spokes and a larger diameter front wheel axle increase overall strength, while a new-shape hub carries a redesigned 245 mm disc. Wider footrests dissipate landing forces more evenly, and a revised 6-slot rear rotor reduces pad wear. And for increased strength we've redesigned the front fender and added a new number plate. '92 YZ. The only way to go!



Yamaha YZ80. If you're aiming high, start here.

Yamaha was one of the first manufacturers to produce a purpose-built junior motocross bike, and a lot of today's professionals started their career on a YZ80.

Featuring the same race-winning technology that helped Yamaha riders win World Championships in the 125,

250 and 500cc classes over the years, the smallest YZ keeps on breeding winners.

Many of today's champions made their names on the YZ80.

And that's why tomorrow's champions are still choosing Yamaha!

Wider, longer and stiffer forks

Already recognized as one of the best systems available, we've made the new YZ's front-end even better! Travel is increased to 310 mm, and for improved stiffness the overall width between tubes is increased by 5mm.

New rear shock for stable damping

Temperature buildup in the shock can cause serious loss of damping, but not on the YZ! Using our new temperature-compensating device, this longer-travel shock provides stable, stiction-free damping from start to finish.

Stronger front wheel with new straight-pull spokes

The front wheel on a motocross machine has a tough life, so for '92 the YZ features straight-pull spokes for extra strength. And for increased front-end rigidity, axle diameter is increased to 17 mm.

New reinforced brake line

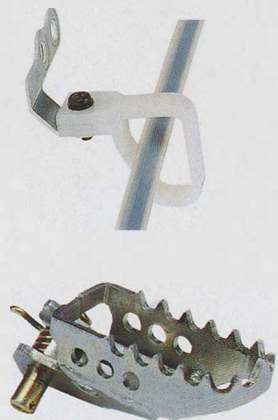
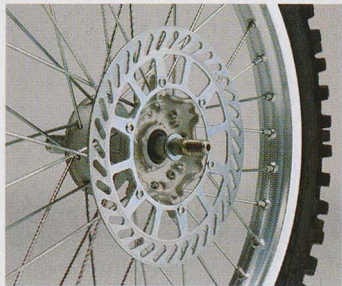
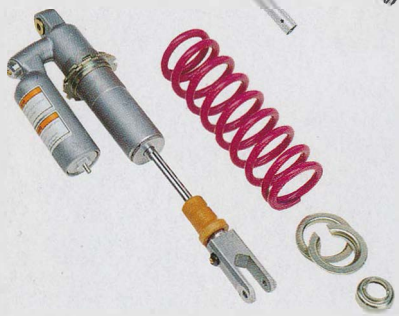
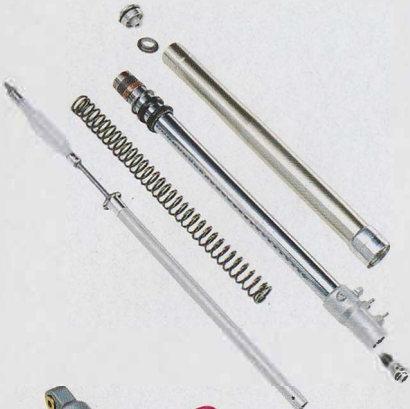
Front brake hose is now manufactured from reinforced nylon for improved feel, and uses a 2-part guide for easy removal. New-design 245 mm front disc features a stronger wide-pitch mounting system which minimises heat-induced distortion. Also improved is the rear brake — new brake pads and redesigned rotor provide better feel and longer pad-life.

Wider footrests for softer landings

Even with over 300 mm of suspension travel, landing from a fast, high jump can still be hard! So for '92 we've fitted wider footrests to help spread the load a little.



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**SPECIFICATIONS
ENGINE****YZ250****YZ125****YZ80**

Type	2-stroke, liquid-cooled, piston/reed-valve, single cylinder, with YPVS	2-stroke, liquid-cooled, crankcase reed-valve, single cylinder, with YPVS	2-stroke, liquid-cooled, piston/reed-valve, single cylinder
Displacement	249 cc	124 cc	79.1 cc
Bore and stroke	68.0 × 68.8 mm	56.0 × 50.7 mm	47.0 × 45.6 mm
Compression ratio	9.0 ~ 10.9 : 1	8.7 ~ 10.6 : 1	8.6 : 1
Lubrication	Premix	Premix	Premix
Carburation	Mikuni TM38SS × 1	Mikuni TM35SS × 1	Mikuni VM26SS × 1
Ignition	CDI	CDI	CDI
Starter system	Kick	Kick	Kick
Fuel tank capacity	8.5 litres	8.0 litres	5.0 litres
Oil capacity	0.75 litre	0.6 litre	litre
Transmission	5-speed, constant mesh	6-speed, constant mesh	6-speed, constant mesh
Final transmission	Chain	Chain	Chain
CHASSIS			
Overall length	2,195 mm	2,165 mm	1,795 mm
Overall width	850 mm	850 mm	765 mm
Overall height	1,238 mm	1,233 mm	1,060 mm
Seat height	978 mm	978 mm	800 mm
Wheelbase	1,495 mm	1,470 mm	1,235 mm
Min. ground clearance	398 mm	398 mm	290 mm
Dry weight	97.0 kg	87.5 kg	61.0 kg
Front suspension	Telescopic forks	Telescopic forks	Telescopic forks
Rear suspension	Swinging arm (Monocross)	Swinging arm (Monocross)	Swinging arm (Monocross)
Front brake	Single 245 mm \varnothing disc	Single 245 mm \varnothing disc	Single 168 mm \varnothing disc
Rear brake	Single 220 mm \varnothing disc	Single 220 mm \varnothing disc	Single 95 mm \varnothing drum
Front tyre	80/100-21 51M	80/100-21 51M	70/100-17 40M
Rear tyre	110/90-19 62M	110/90-19 57M	90/100-14 49M

Always wear a helmet, eye protection and protective clothing.
Yamaha encourages you to ride safely and respect fellow riders and the environment.
Specifications and appearance of Yamaha products shown here may vary according to requirements and conditions, and are subject to change without notice.
For further details, please consult your Yamaha dealer.

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