

TT175/250/490

www.legends-yamaha-enduros.com

IT175

The rising-rate suspension system allows for soft action over small bumps and stiffer action over bigger ones. All the while keeping the rear wheel on the ground where it belongs.

The elbow-type throttle is mud, dust and crud-resistant.

Instrumentation includes a bigger, easy-to-read trip meter.

A handy tool kit keeps help at an arm's reach, for fast repairs.

Monoshock is adjustable for rebound damping and preload. Over 30 settings in all.

Capacitor Discharge Ignition (CDI) produces a hot, efficient spark without mechanical breaker points, maximizing performance and minimizing maintenance.

Chain tensioner is a snail cam type for easier maintenance.

Quick-release wheels with special rim-saver tires.

Leading/trailing rear brakes get you stopped as quickly as you start.

YZ-type, six-speed transmission has a short-throw shifting mechanism for quick shifting in any gear, at any speed.

Yamaha's Energy Induction System smooths out the air intake flow, so you get radically improved low-end torque. Better power over the entire speed range. Even better fuel efficiency.

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IT250

Newly designed Monoshock unit and new link system lowers center of gravity and improves overall rear suspension performance.

Yamaha's exclusive Monoshock with remote reservoir is adjustable for almost any rider and any terrain.

New super-strong, super-light box-section swing arm combines with the rising-rate Monocross suspension to keep the rear wheel stuck to the ground.

Leading/trailing rear brake gets you stopped as quickly as you start.

Our elbow-type throttle mechanism is dust, mud and crud-resistant.

Easy-to-read ISDE instrumentation includes resettable odometer.

Yamaha's Energy Induction System (YEIS) delivers more low and mid-range power.

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter, more reliable, more efficient spark.

Quick-release wheels with special rim-saver tires.

A YZ-type six-speed transmission has short-throw shifting mechanism for quick shifting in any gear, at any speed.

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IT490

Newly designed Monoshock unit and new link system lowers center of gravity and improves overall rear suspension performance.

A handy tool kit keeps help at an arm's reach, for fast repairs.

Big, quick-change air filter allows you and your bike to breathe easier.

Our elbow-type throttle mechanism is dust, mud and crud-resistant.

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter, more reliable, more efficient spark.

The single-down-tube high tensile-strength steel frame is remarkably light, yet rigid.

YZ-type front fender protects you from low-flying objects.

Double-leading-shoe front brake for greater braking power.

YZ490 powerplant guarantees you'll never run out of go.

Leading/trailing rear brake gets you stopped as quickly as you start.

Five-speed transmission is perfect for everything from the woods to the desert.

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YZ'S IN ENDURO CLOTHING.

The IT175, 250 and 490 were designed first and foremost for winning.

To start with, the IT's have got plenty of guts—the guts of our YZ motocrossers.

Lightweight, highly efficient two-stroke engines with our Yamaha Energy Induction System (YEIS for short). YEIS smoothes out the air/fuel intake flow, allowing for more torque on the low-end where you need it most.

And to keep all that power firmly planted on terra firma, every IT has our race-proven rising-rate Monocross suspension. One of the most effective, most finely adjustable and winningest rear suspension systems ever devised.

What rising rate means to you is soft, supple action over small stutter bumps and whoop-de-dooos and stiffer, more solid response when the going gets tough.

Where the go-for-broke motocross features end, the most advanced enduro features take over. Like our elbow-type activated throttle

mechanism. It won't jam in mud, dust, twigs and other pesky debris. And our quick release wheels make easy work of flats.

IT490: MORE PONIES PER POUND.

The old IT465 is now the new IT490. And possibly our best IT yet. Whether you ride it for the fun, or go all out to win this year's ISDE, there's one thing for sure, you'll never run out of power.

Because our biggest enduro powerplant is the same one as the one in our big YZ490. Not "patterned after." The very same.

A 490cc powerhouse with a broad, smooth powerband and plenty of stump-pulling torque on the low-end. Where it counts.

And so you can spend more time on the gas and less time shifting, there's a wide-ratio five-speed transmission with a durable short-throw shifting mechanism.

The engine wasn't the only thing we borrowed from the

big YZ.

In fact, for all intents and purposes, the new IT490 is a YZ490 with a headlight and taillight.

And a coat of bright blue paint.

IT250: GOOD AS GOLD.

Our middle-weight IT is anything but middle-of-the-road.

Its powerplant offers plenty of horsepower and torque throughout the powerband. Yet, it's extremely lightweight and narrow.

For fast, sure shifting at any speed, there's an efficient six-speed transmission with extremely rugged YZ-type shift mechanism.

Of course, the Monocross rear suspension is fully adjustable to different riders and different types of terrain. Quickly and easily.

YZ-type leading-axle air-adjustable front forks keep the front end tracking straight as an arrow.

The IT250.

We can't think of a better

way to go to the head of the class.

IT175: THE GOLD STANDARD.

If winning gold medals in enduro competition is your idea of a great time, then the IT175 will be your idea of a great bike.

Our YEIS and Reed Valve Torque Induction insure that every available shred of horsepower from the 171cc engine is at your command. Instantly. And constantly.

Our unique rising-rate Monocross rear suspension offers over 30 settings for damping and preload. In fact, it's more adjustable than any other suspension system on two wheels.

Add to that beefy, leading-axle front forks, a long comfortable seat, brush guards and an easy to read trip meter, and you've got an enduro mount that sets the standards for its class.

Of course, that's just standard practice for Yamaha.

ENGINE	IT175	IT250	IT490
Type.....	2-Stroke, Reed-Valve, Single	2-Stroke, Reed-Valve, Single	2-Stroke, Reed-Valve, Single
Displacement.....	171 cc	246 cc	487 cc
Bore and Stroke.....	66.0 × 50.0 mm	68.0 × 68.0 mm	87.0 × 82.0 mm
Compression Ratio.....	7.7:1	7.7:1	6.7:1
Maximum Torque.....	16.6 ft.-lbs. (2.3 kg-m) @7,000 rpm	27.3 ft.-lbs. (3.78 kg-m) @7,000 rpm	39.8 ft.-lbs. (5.5 kg-m) @6,000 rpm
Carburetion.....	Mikuni VM34	Mikuni VM36	Mikuni VM38
Ignition.....	Capacitor Discharge	Capacitor Discharge	Capacitor Discharge
Starting.....	Kick	Kick	Kick
Lubrication.....	Pre-Mix	Pre-Mix	Pre-Mix
Transmission.....	6-Speed	6-Speed	5-Speed
CHASSIS			
Overall Length.....	84.1"(2,135 mm)	86.2"(2,190 mm)	86.2"(2,190 mm)
Overall Width.....	32.5"(825 mm)	34.3"(870 mm)	34.3"(870 mm)
Overall Height.....	48.6"(1,235 mm)	51.2"(1,300 mm)	51.2"(1,300 mm)
Wheelbase.....	56.9"(1,445 mm)	58.5"(1,485 mm)	58.5"(1,485 mm)
Ground Clearance.....	13.4"(340 mm)	13.4"(340 mm)	13.4"(340 mm)
Seat Height.....	36.0"(915 mm)	37.2"(945 mm)	37.2"(945 mm)
Dry Weight.....	211 lbs. (96 kg)	229 lbs. (104 kg)	238 lbs. (108 kg)
Fuel Tank Capacity.....	2.9 gals. (11.0 ℓ)	3.6 gals. (13.5 ℓ)	3.6 gals. (13.5 ℓ)
Suspension			
Front.....	Telescopic Fork	Telescopic Fork	Telescopic Fork
Rear.....	Swing Arm with Monoshock	Swing Arm with Monoshock	Swing Arm with Monoshock
Brakes			
Front.....	Drum	Drum	Drum
Rear.....	Drum	Drum	Drum
Tires			
Front.....	3.00—21	3.00—21	3.00—21
Rear.....	110/90—18	140/90—18	150/80—18
Coloring.....	Sky Blue	Sky Blue	Sky Blue

Lee Waldie Craig Scott Chris Koira

Always wear a helmet and eye protection. Specifications are subject to change without notice.
Models sold in California are equipped with evaporative emission control device.
Rear view mirror(s) standard equipment.

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YAMAHA
THE WAY IT SHOULD BE.™