

YZ100



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

# HOW TO RACE THROUGH THOSE AWKWARD YEARS.

When a race is too small, and a full-size 125 machine is just too big, the YZ200 is just right. Like our famous full-size YZs, the YZ200 is built to be the best MXer in its class.

This year we give it an entirely new engine protected after our tough, powerful and compact YZ225 engine. Like the 125, the 200 has our exclusive Yamaha Energy Induction System (YEIS for short) which actually delivers more low and mid-range power and torque with less fuel consumption. All with no additional moving parts.

The secret is a small chamber connected by a hose to the intake manifold. By eliminating fluctuations in intake air speed, it eliminates the need to compromise carburetor jetting. The carburetor can be set for optimum jetting for optimum power.

To make the most of that added power, we added our best cutting firm. Our brand new, race-proven Monocross suspension with remote reservoir and adjustable preload and dampers. A true "rising rate"

suspension system, our re-designed 14" Monocross gives small bumps small (but not gradual) bumps gradually absorbing the roughness of the terrain gets rougher. So the more you ride, the more you stay on the ground longer.

Our brand new "rising rate" Monocross suspension with 20bars of travel - allows soft action over the small bumps and stiff action over the big ones, to keep the rear wheel on the ground longer. Spring preload and damping are fully adjustable.

The ultra light and compact YZ200 provides a low center of gravity for excellent stability.

And for those of you to whom little things mean a lot, there's a new quick-change air filter, detachable side stand, folding shift lever and extra seat padding.

The new YZ200. A little smaller than a full-size MXer. But one-hundred percent Yamaha.



New wide-type seat, with extra padding on the front for extra protection and comfort.

The high-mount handlebar is adjustable for better control.

The 14M Mono-cross system built the rider's leg from mounting the handlebar.

The new quick-change air filter swings off and on in almost no time as we talk to say it.

Eliminate the need for extra seat padding and extra weight.

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This year's new 196cc engine is as close as you can get to the unbeatable YZ225. Our amazing Yamaha Energy Induction System (YEIS) delivers a dramatic power and torque increase in the low and mid-range. And a dramatic decrease in fuel consumption.

Strong, not very lightweight, but we're always ready for it!

New detachable side stand.

#### ENGINE

Type ..... 2-Stroke, Reed Valve, Single  
Displacement ..... 186cc  
Bore & Stroke ..... 50.0x50.0mm  
Compression Ratio ..... 8.0:1  
Maximum Torque ..... 10.5ft-lb  
(1.43kg-m) @ 9,500rpm  
Carburetion ..... Mikuni VM20  
Ignition ..... Capacitor Discharge  
Starting ..... Primary Kick  
Lubrication ..... Pre-Mix  
Transmission ..... 6-Speed

#### CHASSIS

Overall Length ..... 82.9"(2,106mm)  
Overall Width ..... 31.1"(790mm)  
Overall Height ..... 47.0"(1,193mm)  
Wheelbase ..... 55.0"(1,400mm)  
Ground Clearance ..... 12.4"(315mm)  
Seat Height ..... 34.6"(880mm)  
Dry Weight ..... 191 lb (87kg)  
Fuel Tank Capacity ..... 2.2 gal (8.2l)

#### Suspension

Front ..... Air-Adjustable  
Telescopic Fork  
Rear ..... Swingarm with  
New Monocock

#### Brakes

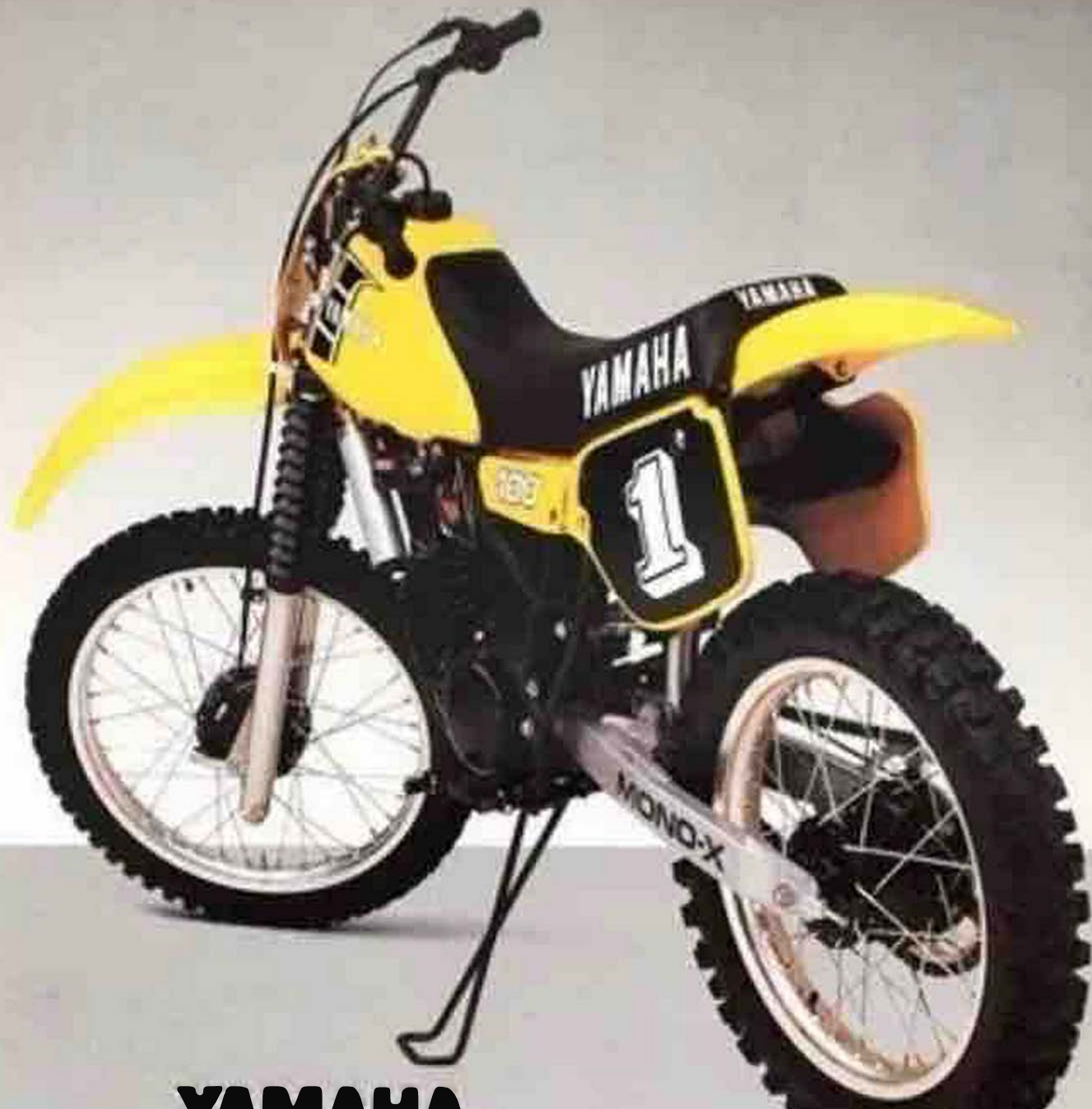
Front ..... Drum  
Rear ..... Drum

#### Tires

Front ..... 3.00-21  
Rear ..... 4.1-18

Coloring ..... Competition Yellow

Specifications are subject to change without notice.  
Always wear a helmet and eye protection.



**YAMAHA**  
THE WAY IT SHOULD BE

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