

**YZ50**



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



# PLAY TO WIN.

Yamaha's new YZ50 isn't just a mini motocrosser. It's a mini built to win. And win big. Even against larger competition.

That's because the YZ50 is put together just like our bigger YZ's, with all their motocross-winning features. From our incredible Monoshock rear suspension to our race-bred engine that's tops in its class.

No other two-stroke 50 produces so much horsepower. Our unique Torque Induction system with oversize reed valves and carburetor ensures the 49cc powerplant will produce steady power over a wide range.

The heart of the YZ50's suspension is its exclusive Yamaha Monoshock — the best method yet devised to keep the rear wheel on the ground for sure traction. The Monoshock allows a whopping 115mm of rear wheel travel. And it's easily and infinitely adjustable to suit different riders and riding conditions.

In front, there are very stable, very responsive leading axle front forks with 110mm of travel.

Holding it all together is a highly rigid tubular-steel cradle frame with a seat position designed for a low center of gravity and maximum stability.

Plus there's a primary kick starter so young riders can crank up in any gear.

When just winning gets a bit dull for your little MXer, you can quickly turn your mini winner into a bigger winner with our 60cc conversion kit.

So why didn't we build a YZ60 to begin with? Because the new YZ50 appealed to our sense of fair play.



The low seat height provides a low center of gravity for better stability.

New FEM type side covers keep you dry from covering the big splash of mud. 1 Year of protection.



Strong, rigid triangulated swing arm keeps the rear wheel running straight and true. No flex. No wobble.

49cc, two-stroke, single-cylinder engine is the most powerful in its class. Our unique reed valve Torque Induction system prevents carburetor blowback and assures top performance across the board.

Our exclusive Monoshock is infinitely and easily adjustable by turning



100% of the shock travel is on the ground. It can't be broken at any corner.

Leading axle front forks, with 110mm of travel, help keep even the roughest trail from being a rough ride.

The tubular steel frame is as strong as it is light.

Five-speed, close-ratio transmission with a primary drive shaft and a secondary drive shaft. Primary for better gear shifts and a lot of shifting and running.

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## ENGINE

Type. . . . . 2-stroke single  
Displacement. . . . . 49cc  
Bore and Stroke. . . . . 40 x 39.7mm  
Compression Ratio. . . . . 7.8:1  
Maximum Torque . . . . . 4.5 ft.-lbs.  
(0.62 kg-m) @ 10,000 rpm

Carburetion. . . . . Mikuni VM20SH  
Ignition. . . . . Magneto  
Starting. . . . . Primary kick  
Lubrication. . . . . Pre-mix  
Transmission. . . . . 5-speed

## CHASSIS

Overall Length. . . . . 59.4" (1,510mm)  
Overall Width. . . . . 29.1" (740mm)  
Overall Height. . . . . 33.3" (845mm)  
Wheelbase. . . . . 40.4" (1,025mm)  
Ground Clearance. . . . . 7.7" (195mm)  
Dry Weight. . . . . 110 lbs. (50 kg)  
Fuel Tank Capacity. . . . . 0.8 gals. (3l)

## Suspension

Front. . . . . Telescopic forks  
Rear. . . . . Swing arm with Monoshock

## Brakes

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

## Tires

Front. . . . . 2.50 x 14  
Rear. . . . . 3.00 x 12

Coloring. . . . . Competition Yellow

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



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**YAMAHA**  
*When you know how they're built.*