

**IT175**

[www.legende-yamaha-europe.com](http://www.legende-yamaha-europe.com)



# GOLD GETTER.

Yamaha's IT175 is the most advanced competition bike of its kind. For local enduros, International Trials, or having a good time.

And with all the improvements for 1980, the IT175 will be even more fun. Especially if winning gold medals is your kind of fun.

This year, we've added a remote reservoir to our exclusive rear suspension Monoshock, giving it greater oil capacity and increased cooling. That virtually eliminates shock fading when the race gets hot and heavy. The IT175's Monoshock is just like those on our winning YZ motocrossers. It's the best way yet devised to ensure good traction even over the roughest terrain. And it's infinitely adjustable to individual riders and riding conditions.

Long-travel leading axle front forks are coupled with the perfect head angle for stability, quick steering and sure handling. It's all put together with a tough, light chrome-moly frame.

We've improved performance this year by making the engine smaller — that's right, smaller. For less weight and better handling. And inside, its gutsier 171cc two-stroke cranks out tremendous torque. Yamaha's reed-valve Torque Induction ensures steady power over a broad range.

The wide-ratio six-speed transmission is geared to meet any riding or competition situation.

Competitive features include quick-change wheels and air cleaner. A spring-loaded chain tensioner. And full IT lighting and instrumentation.

The IT175 gives you the power, handling and durability of our famous YZ motocrossers with IT trim. It's the ultimate gold getter.

Our exclusive Monoshock with remote reservoir is infinitely and easily adjustable by varying spring preload, nitrogen pressure and oil viscosity. Travel has been

increased 40mm to help keep the rear wheel on the ground for sure traction.



The chrome-moly frame is remarkably light, yet rigid.

Quick-release wheels with rim-saver tires.



New lightweight aluminum rear swing arm.

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Six-speed constant mesh transmission with new shifting for short throw precision and



Full ISDT lighting and instrumentation. The lamp body and number plates are a single, sturdy unit.

Fuel tank capacity has been increased to 11 liters.

The leading-axle air/oil front forks have 55mm more wheel travel this year. Extra-long internal sliding surfaces prevent flex.

The completely new 171cc engine has more horsepower and torque, yet it's lighter and narrower for improved handling.

Reliable, breakerless Capacitor Discharge Ignition (C.D.I.) produces a hot, efficient spark under any conditions.

Hinged brake and shift levers fold back instead of breaking on obstacles.

Lightweight high-performance tires



Light, strong conical hub reduces unsprung weight.

YAMAHA  
MOTOR CO.

## ENGINE

Type	2-stroke single
Displacement	171cc
Bore and Stroke	66 x 50mm
Compression Ratio	7.9:1
Maximum Torque	15.9 ft.-lbs. (2.2 kg-m) @ 7,500 rpm
Carburetion	Mikuni VM34SS
Ignition	C.D.I.
Starting	Primary kick
Lubrication	Pre-mix
Transmission	6-speed

## CHASSIS

Overall Length	83.5" (2,120mm)
Overall Width	36.8" (935mm)
Overall Height	46.3" (1,175mm)
Wheelbase	55.9" (1,420mm)
Ground Clearance	11.4" (290mm)
Dry Weight	207 lbs. (94 kg)
Fuel Tank Capacity	2.9 gals. (11 l)

## Suspension

Front	Telescopic forks
Rear	Swing arm with Monoshock

## Brakes

Front	Drum
Rear	Drum

## Tires

Front	3.00 x 21
Rear	4.10 x 18

Coloring . . . . . Sky Blue

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.