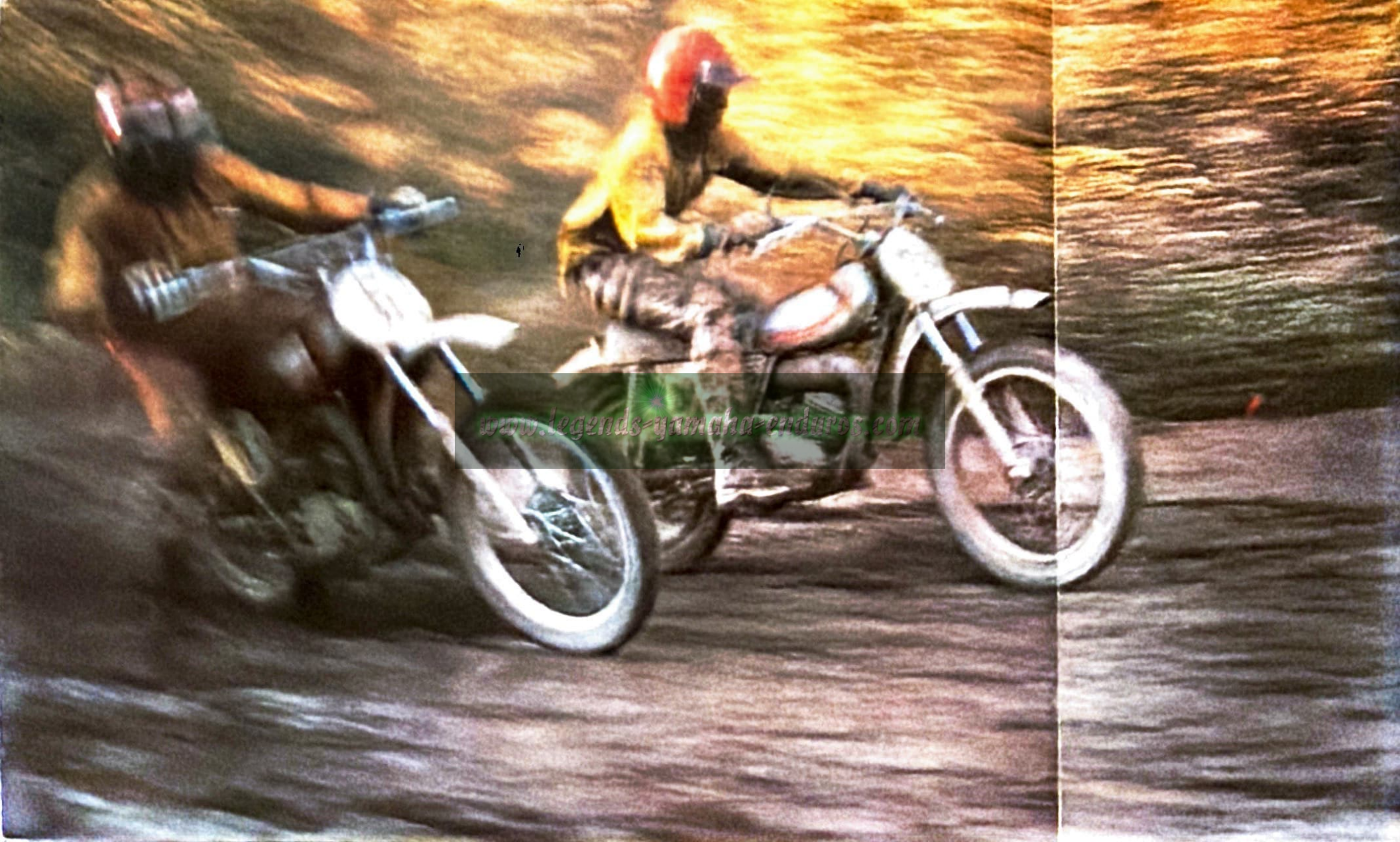


74YZMX

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# YZ 125

The YZ motocrossers are replicas of the highly successful Yamaha factory bikes, and are intended for the serious competition rider. So, in all but a few minute details, the YZ125 is identical to a works machine.

The YZ125 has ultralight alloy hubs and rims to minimize unsprung weight. The gas tank is also aluminum. C.D.I. ignition is used to provide a hotter, more consistent spark. The Thermal-Phase rear shocks will not over-heat and lose damping efficiency. And extensive lightening of many components has produced an engine with an extremely good power-to-weight ratio.

We believe the YZ125 to be the most highly developed lightweight production motocross machine available.

# YZ 250

Only a few pounds of exotic metals separate Pierre Karsmakers' Yamaha factory motocrosser from the new YZ250.

The top end components on the YZ250 have been completely redesigned this year. And the bottom end has been lightened considerably. The frame and fork designs also now utilize the latest improvements developed on Yamaha team bikes.

C.D.I. ignition provides a hotter spark with less chance of plug fouling. And Thermal-Phase rear shocks keep shock oil from losing viscosity during a race.

The YZ250 is competitive with any professional motocross machine in the world. Including, quite frankly, our own factory bikes.



# Features

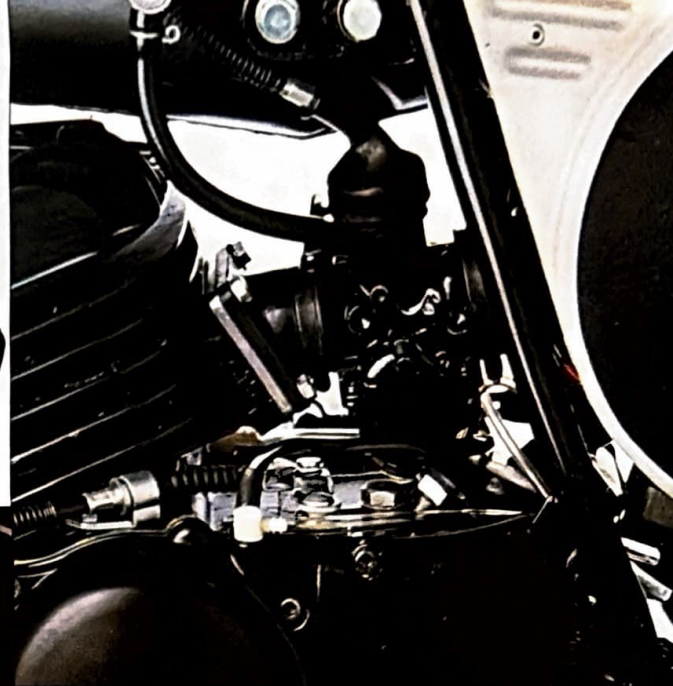


Extra-large air-cleaner and many other new features are designs proven on last year's factory motocrossers.

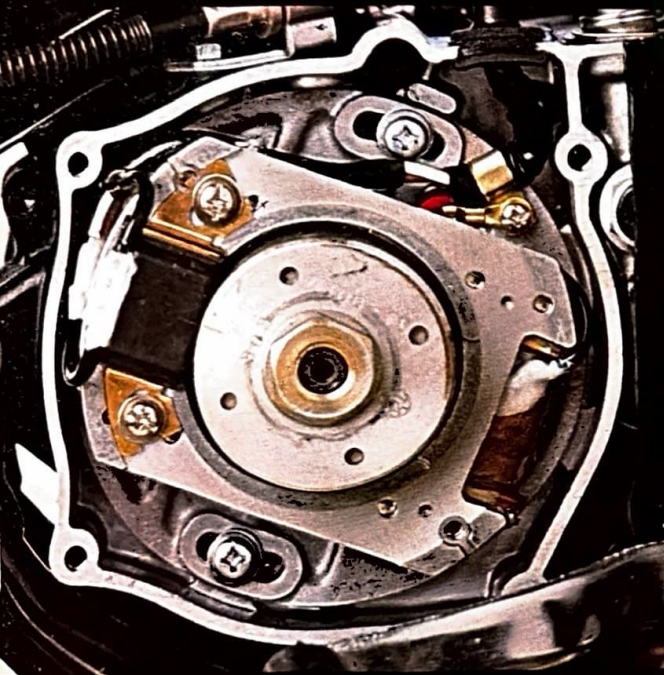


Fiberglass seat structure and other ultra-light components make this year's YZs considerably lighter. More weight has been saved by redesign of bottom end and cases.

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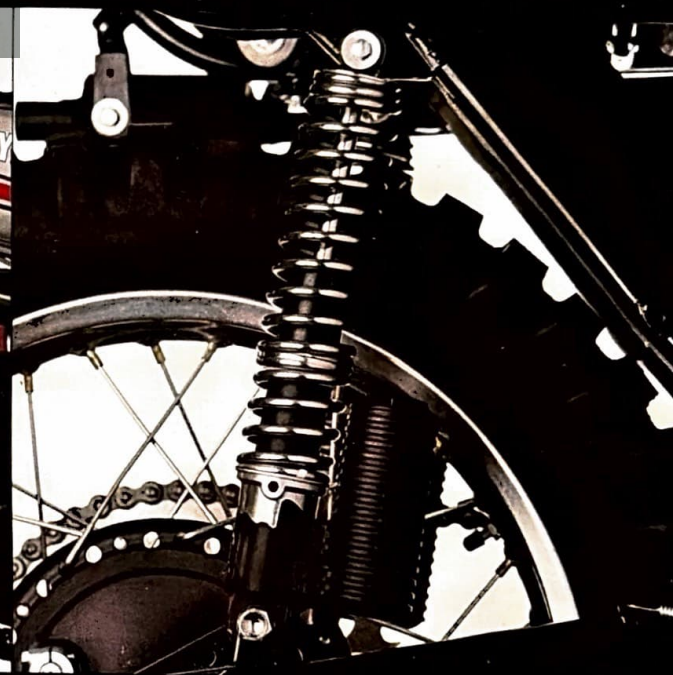
Torque Induction<sup>®</sup>, the intake system utilized on all Yamaha two-strokes, results in better low rpm torque and less "pipey" throttle response. A new six-petal stainless steel reed valve is used this year.



C.D.I. ignition system produces a hotter, more consistent spark at all engine speeds, and virtually eliminates spark plug fouling. It also eliminates all the problems that go along with conventional breaker points.



New front fork design utilizes improved spring and damping mechanism developed on last year's factory bikes.



Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride. Interchangeable jets also allow you to adjust compression and rebound characteristics individually.

# YZ 250



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# YZ 125



# Someday, you'll own a Yamaha.

| PERFORMANCE         |                   | YZ 250A |  |
|---------------------|-------------------|---------|--|
| Min. turning radius | 82.7 in.          |         |  |
| Braking distance    | 50.5 ft. @ 31 mph |         |  |

| ENGINE                    |  |      |               |
|---------------------------|--|------|---------------|
| Type                      | 2-stroke, 7-port, Torque Induction, Single |      |               |
| Lubrication system        | Gas & Oil mixed (15:1)                     |      |               |
| Displacement              | 246cc (15.01 cu. in.)                      |      |               |
| Bore & Stroke             | 2.756 x 2.520 in.                          |      |               |
| Compression ratio         | 7.4:1                                      |      |               |
| Max. torque               | 22.5 ft.-lb. @ 7,500 rpm                   |      |               |
| Starting system           | Primary kick starter                       |      |               |
| Ignition system           | C.D.I. (Inner Rotor)                       |      |               |
| Spark plug                | B-8EV (NGK)                                |      |               |
| Carburetor type           | VM34SC                                     |      |               |
| Air cleaner               | Wet foam rubber                            |      |               |
| Clutch                    | Wet multiple-disc                          |      |               |
| Gear box type             | Constant mesh 5-speed                      |      |               |
| Primary reduction ratio   | 3.083 (74/24)                              | 3rd. | 1.166 (28/24) |
| 1st.                      | 1.789 (34/19)                              | 4th. | 1.000 (26/26) |
| 2nd.                      | 1.409 (31/22)                              | 5th. | 0.857 (24/28) |
| Secondary reduction ratio | 4.000 (52/13)                              |      |               |

| CHASSIS           |  |
|-------------------|--|
| Frame             | Tubular double loop                        |
| Suspension, front | Coil spring, oil damper                    |
| Suspension, rear  | Coil spring, oil damper with Thermal-Phase |
| Steering caster   | 60°  |
| Steering trail    | 5.08 in.                                   |

| DIMENSIONS               |                                |                                       |
|--------------------------|--------------------------------|---------------------------------------|
| Overall length, 83.1 in. | Overall width, 35.0 in.        | Overall height, 43.3 in.              |
| Wheelbase, 55.9 in.      | Min. ground clearance, 8.9 in. | Gasoline tank capacity, 1.8 U.S. gal. |

| TIRES |              |
|-------|--------------|
| Front | 3.00-21-4 PR |
| Rear  | 4.00-18-4 PR |

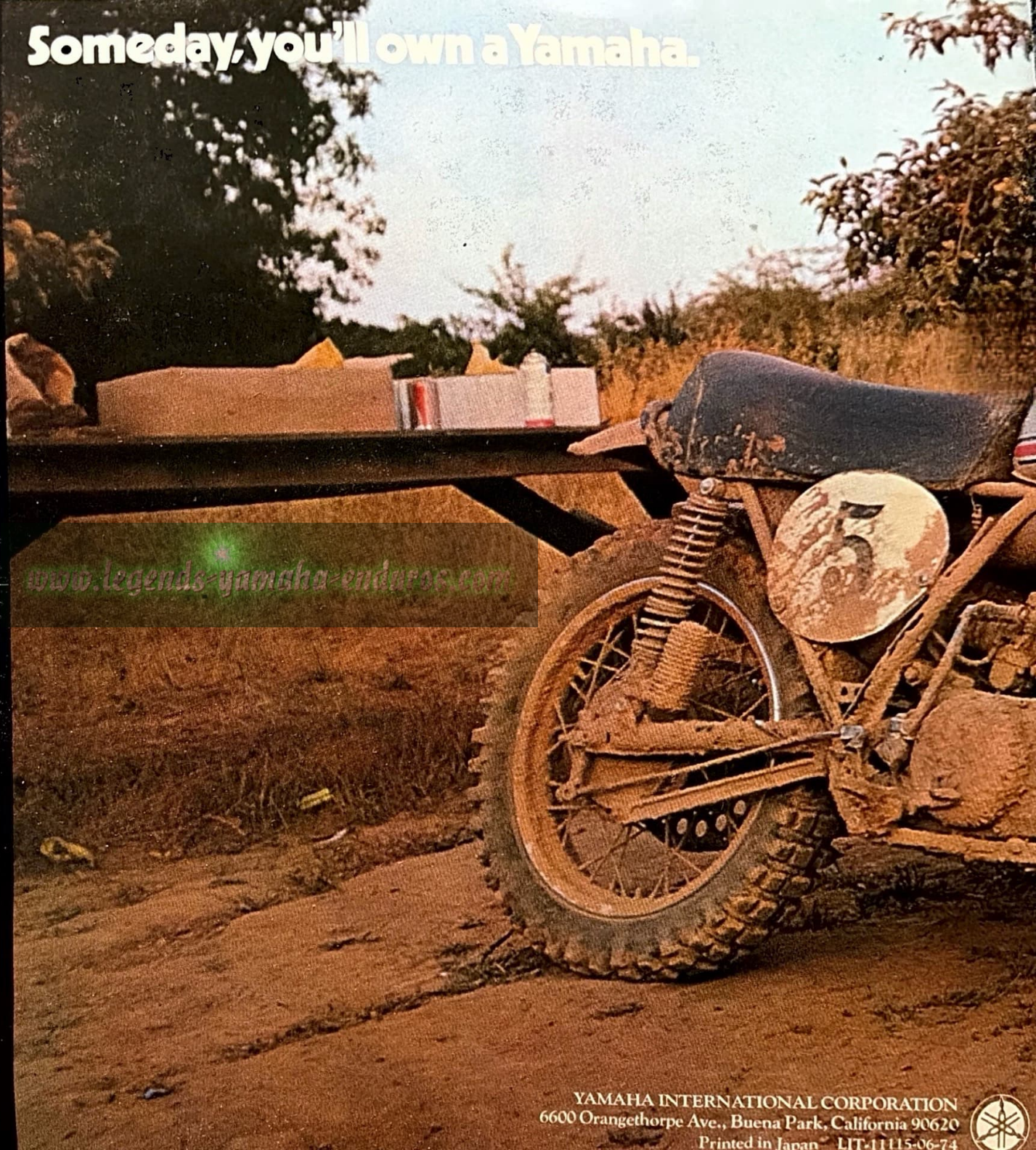
| PERFORMANCE         |                   | YZ 125A |  |
|---------------------|-------------------|---------|--|
| Min. turning radius | 82.7 in.          |         |  |
| Braking distance    | 51.2 ft. @ 31 mph |         |  |

| ENGINE                    |  |      |               |
|---------------------------|--|------|---------------|
| Type                      | 2-stroke, 7-port, Torque Induction, Single |      |               |
| Lubrication system        | Gas & Oil mixed (15:1)                     |      |               |
| Displacement              | 123 cc (7.51 cu. in.)                      |      |               |
| Bore & Stroke             | 2.205 x 1.969 in.                          |      |               |
| Compression ratio         | 8.0:1                                      |      |               |
| Max. torque               | 11.9 ft.-lb. @ 9,500 rpm                   |      |               |
| Starting system           | Primary kick starter                       |      |               |
| Ignition system           | C.D.I. (Inner Rotor)                       |      |               |
| Spark plug                | B-9EV (NGK)                                |      |               |
| Carburetor type           | VM28 SC                                    |      |               |
| Air cleaner               | Wet foam rubber                            |      |               |
| Clutch                    | Wet multiple-disc                          |      |               |
| Gear box type             | Constant mesh 5-speed                      |      |               |
| Primary reduction ratio   | 3.894 (74/19)                              | 3rd. | 1.611 (29/18) |
| 1st.                      | 2.833 (34/12)                              | 4th. | 1.315 (25/19) |
| 2nd.                      | 2.066 (31/15)                              | 5th. | 1.142 (24/21) |
| Secondary reduction ratio | 3.357 (47/14)                              |      |               |

| CHASSIS           |  |
|-------------------|--|
| Frame             | Tubular double loop                        |
| Suspension, front | Coil spring, oil damper                    |
| Suspension, rear  | Coil spring, oil damper with Thermal-Phase |
| Steering caster   | 60°  |
| Steering trail    | 5.51 in.                                   |

| DIMENSIONS               |                                 |  |
|--------------------------|---------------------------------|--|
| Overall length, 79.3 in. | Overall width, 36.4 in.         | Overall height, 43.3 in.               |
| Wheelbase, 53.0 in.      | Min. ground clearance, 10.2 in. | Gasoline tank capacity, 1.45 U.S. gal. |

| TIRES |              |
|-------|--------------|
| Front | 2.75-21-4 PR |
| Rear  | 3.50-18-4 PR |



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