

YZ100



www.legends-yamaha-eu.com

HOW TO MOVE UP FAST.

When you go off-road, you need a bike that's built to take the bumps. The YZ250 is built to be the best MXer in its class. And it's built to be the best.

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The YZ250 has a very wide range of power. It's built to be the best MXer in its class. And it's built to be the best.

To make sure you can handle the bumps, the YZ250 has a very wide range of power. It's built to be the best MXer in its class. And it's built to be the best.

While the strong triangulated swing arm eliminates rear-wheel flex and wobble. The big leading-edge front forks also have more travel than your average off-road bike, giving you greater control over the roughest courses.

It's all built around a light, strong double-cradle tubular steel frame that provides a low center of gravity for excellent stability.

And you get lots of competition from other bikes. Like the YZ250. It's built to be the best MXer in its class. And it's built to be the best.

That's because we think you're going to be the best. Probably sooner than later.

Adjustable rear suspension. The YZ250 has a very wide range of power. It's built to be the best MXer in its class. And it's built to be the best.

A strong rigid triangulated swing arm keeps the rear wheel running straight and true. No flex. No wobble. And this year we've added a new chain guard, like the one on the YZ250 and all.



The double-link tubular steel frame is as strong as it is light.

The FIM type side covers keep the rider's legs from coming too close to the engine.

Adjustable rear suspension lets the rider keep the back wheel on the ground for more traction on any course.

The 180 cc two-stroke single-cylinder engine has more than 40 horsepower and torque for over 100 mph. And with Super Injection, it's built to be the best MXer in its class. And it's built to be the best.

Double-patented front forks are designed to prevent road build-up.

The big leading-edge front forks help keep the rough road from being a rough ride.

Leading-trailing down tubes both front and rear, make the bike more stable and smooth.

Capacitor Discharge Ignition (CDI) provides a more efficient spark under any riding demand. With very little maintenance.

www.legends-yamaha-enduros.com

ENGINE

Type.....Reed valve, 2-stroke, single
Displacement.....98cc
Bore and Stroke.....50 x 50mm
Compression Ratio.....8.4:1
Maximum Torque.....10.1 ft.-lbs.
(1.40 kg-m) @ 9,500 rpm
Carburetion.....Mikuni VM30SS
Ignition.....CDI
Starting.....Primary kick
Lubrication.....Pre-mix
Transmission.....6-speed

CHASSIS

Overall Length.....81.1" (2,060mm)
Overall Width.....33.9" (860mm)
Overall Height.....45.9" (1,165mm)
Wheelbase.....54.1" (1,375mm)
Ground Clearance.....12.2" (310mm)
Seat Height.....33.9" (860mm)
Dry Weight.....185 lbs. (84 kg)
Fuel Tank Capacity.....1.3 gals. (5.0 l)
Suspension

Front.....Telescopic forks

Rear.....Swing arm with Masamichi

Brakes

Front.....Drum

Rear.....Drum

Tires

Front.....3 (H) x 21

Rear.....8 10 x 18

Coloring.....Camouflage Yellow

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



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PANETTI YAMAHA

WISCONSIN'S LARGEST YAMAHA DEALER

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YAMAHA

THE WAY IT SHOULD BE™