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GTMX

Yamaha didn't take a mini-bike and add motocross parts. They took a full-sized motocross machine, and just scaled it down.

The features you'll find on the GTMX are the same ones you'll find on its bigger brothers: Torque Induction, Yamaha's exclusive reed-valve system to supply more power and improved response at low RPM's, Autolube[®] to provide a perfectly adjusted fuel/oil mixture at every engine load and speed, Long travel front forks, heavy-duty rear shocks, double loop motocross frame.

Add up all the features and you have nothing but a true motocrosser. A competition machine that makes racing fun and rewarding for kids. Except, of course, for those kids who don't happen to be riding the Yamaha GTMX.





MX100

Each year the Yamaha lightweight motocrossers run two stiff races. The race with other machines on courses across the country and the race for engineering perfection.

The MX100 is the winner of both events. Torque Induction provides immediate throttle response throughout the power range. Thermal-Phase oil cooling is built into the rear shocks. The expansion chamber is tucked under the seat. The fenders are tough lightweight and flexible polypropylene. In all, a combination of features that can't be found on machines twice as big and twice as expensive.

Will it win? Look at the race results. Chances are you'll see the word Yamaha following the names of the top riders. That's the MX100 they're talking about. It's the perfect lightweight MX machine, and there's only one thing that will make it better. That is when the name in front of the word Yamaha is yours.

MX125

To win at motocross you need not only a machine that is quick enough to finish first, but one reliable enough to finish at all. The MX125 is just such a machine.

Utilizing Yamaha's latest frame, swing arm and suspension designs, the MX125 is ideal in its combination of light weight and high performance. And the engine incorporates Torque Induction to give you immediate positive response in the low end.

Longer travel front forks and Thermal-Phase oil-cooled rear shocks perform consistently no matter how long, and hard you ride. Put it all together—Autolube® fiberglass seat assembly, conical hubs to reduce weight, over-the-top expansion chamber, special lightweight aluminum alloy wheel rims—and you have a machine that can beat everything in its class.





MX175

The MX175 is for the serious motocross competitor who's ready for the natural step-up from lower displacement machines. It has explosive, dependable power that can pull you over the toughest obstacles. This is due to Yamaha's exclusive Torque Induction reed valve intake system that gives you extra horsepower at the lower end of the rpm range. It's a system that uses a seventh port, which results in a cooler, smoother running engine.

The tubular double-loop frame gives the machine strength and controlled flexibility. And C.D.I. ignition virtually eliminates spark plug fouling.

With Autolube[®] Thermal-Phase rear shocks and an over-the-top expansion chamber, the MX175 will take anything on the course. Including that checkered flag.



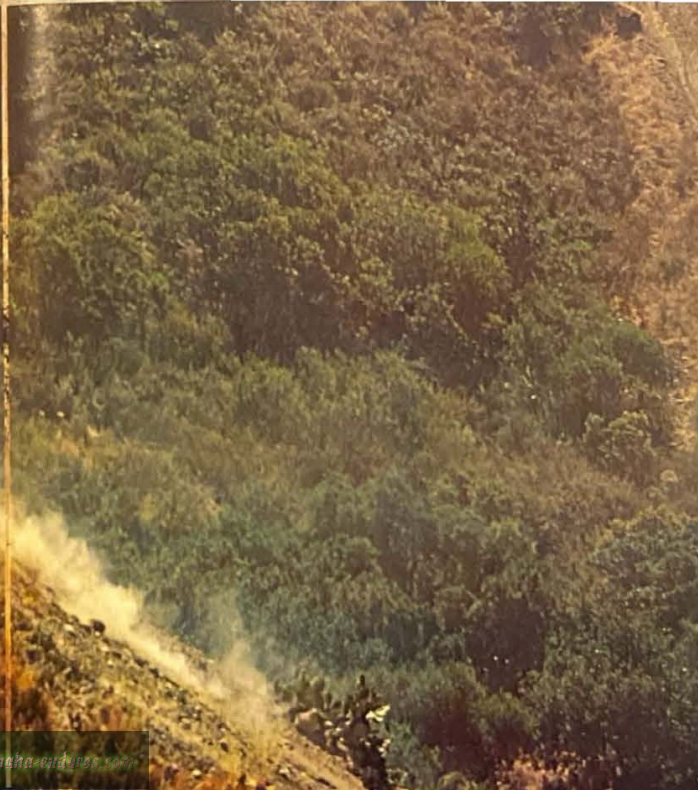


MX 250

This year's MX250 is the machine made for winners to ride. Because it's designed after the Yamaha's that have captured national and international MX championships. One of the most important design features, and one that experts claim keeps the Yamaha machines consistently in the winner's circle is monocross suspension. It's much more efficient than conventional suspension systems, with the top end of the shock absorbing mechanism connected forward under the tank area, yielding a much longer stroke capability. This gives the rear wheel more traction over rough terrain, for a smoother, more controlled ride.

The MX250 also has a center mount exhaust and expansion chamber, C.D.I. ignition, Lightweight aluminum alloy rims and hubs. And Yamaha's exclusive Torque Induction intake system, to give you more pulling power in the low to medium ranges. The MX250. No other production MX machine can come near it.





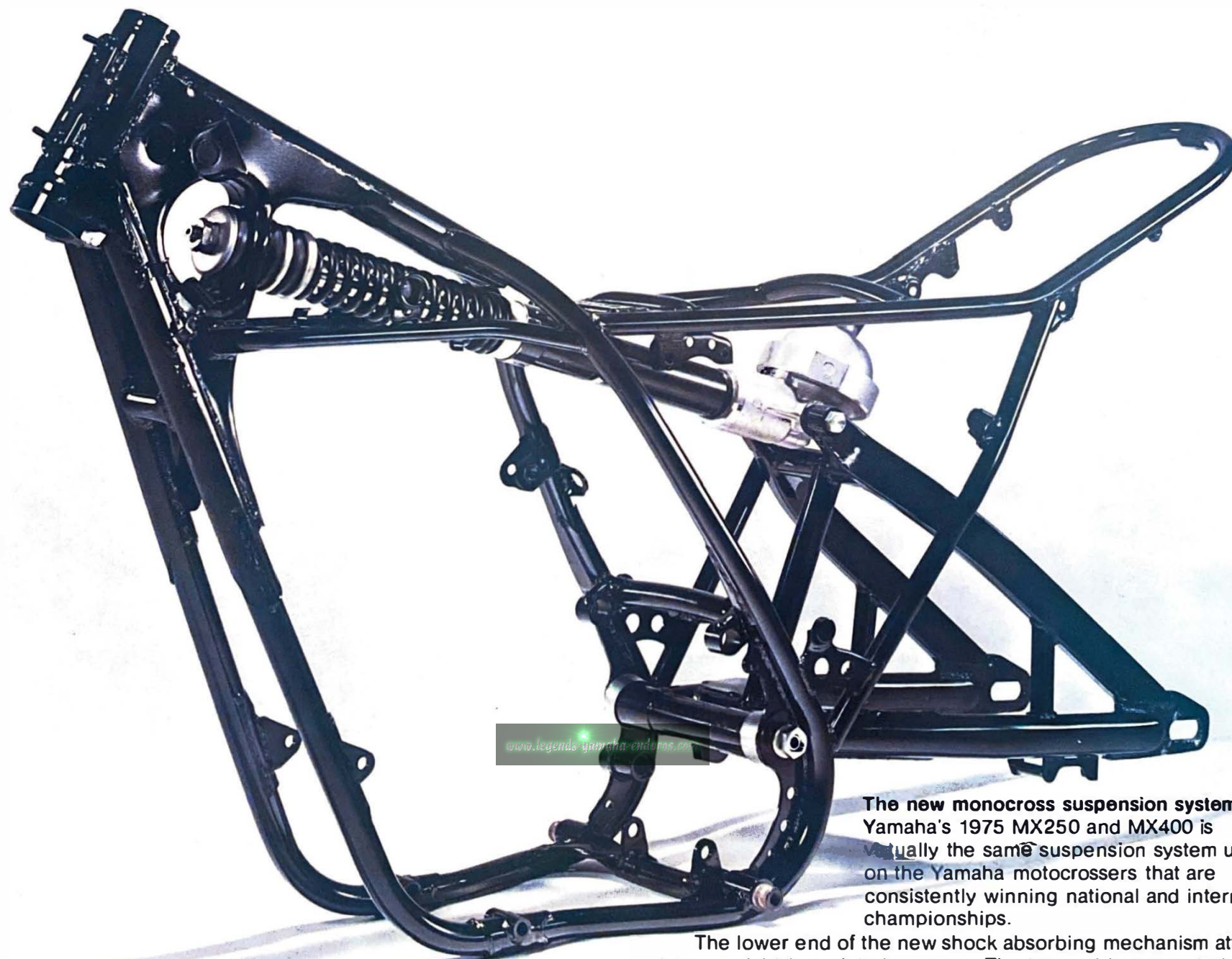
MX400

The MX400 is patterned after Yamaha's national and international championship motocross machines. The secret weapon that makes these machines winners is monocross suspension. And monocross suspension is the secret weapon on the MX400.

Monocross suspension means that the top end of the shock absorbing mechanism is connected forward on the machine under the tank area, yielding a much longer stroke capability. This gives the rear wheel more traction over rough terrain, for a smoother, more controlled ride.

The MX400 also has a wide power band and a radial fin cylinder head designed for better, more efficient cooling. The MX400 is equipped with Yamaha's exclusive Torque Induction Intake system, to give you more power in the low to medium ranges. In motocross, scrambles and desert racing, the MX400 is the machine that can make you a champion.

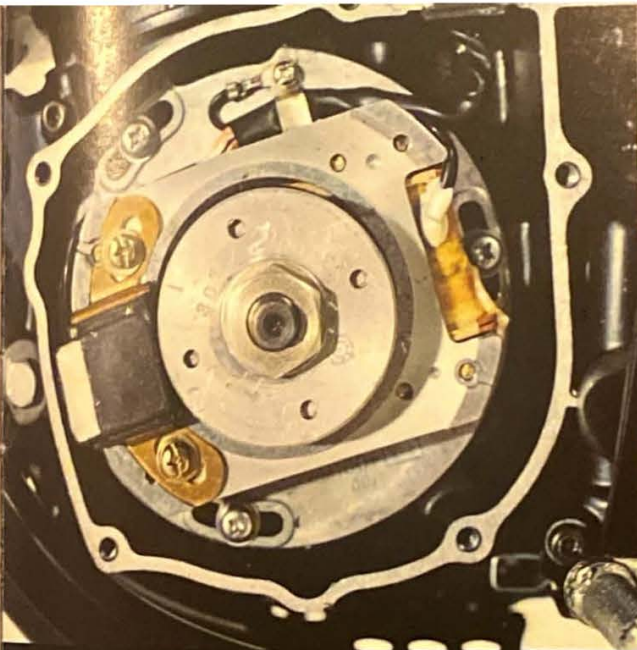




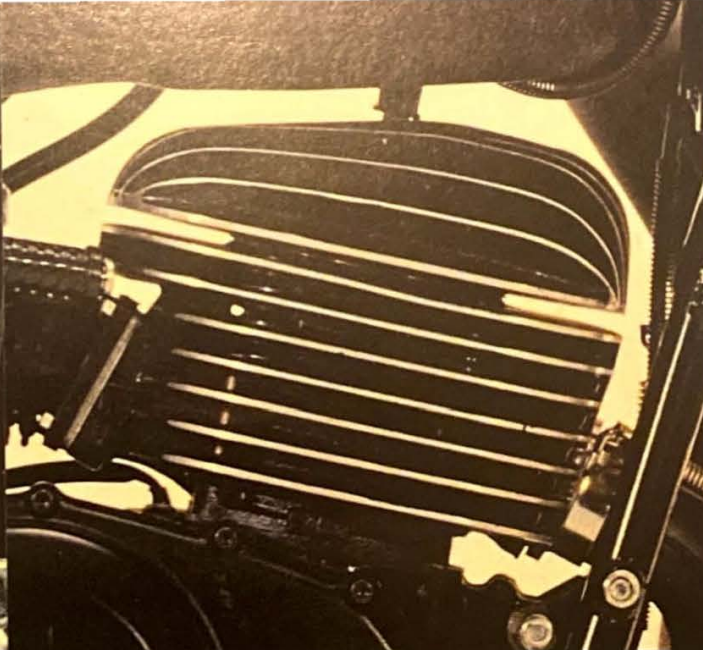
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The new monocross suspension system on Yamaha's 1975 MX250 and MX400 is actually the same suspension system utilized on the Yamaha motocrossers that are consistently winning national and international championships.

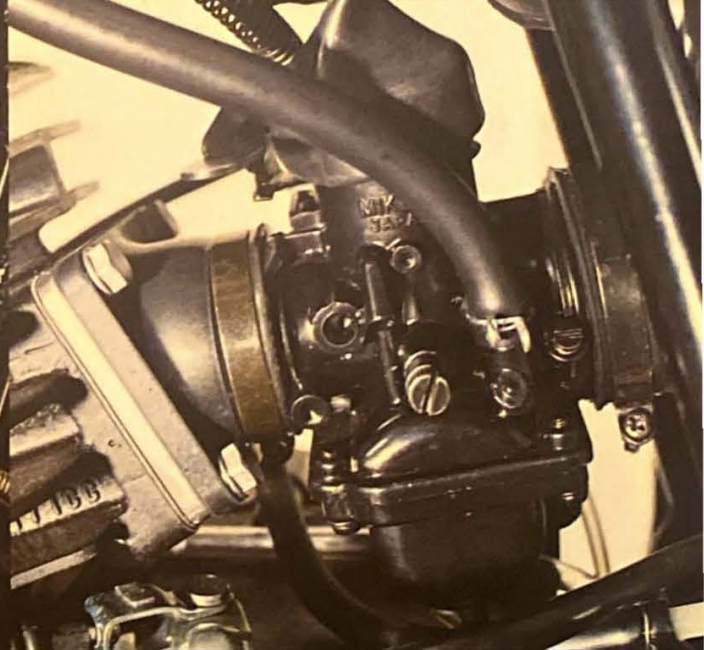
The lower end of the new shock absorbing mechanism attaches to a special triangulated rear arm. The top end is connected forward on the machine under the tank area, yielding a much longer stroke capability. This gives the rear wheel more traction over rough terrain. And it gives you a smoother, more controlled ride.



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.



Radial fin cylinder head is designed for better, more efficient cooling.



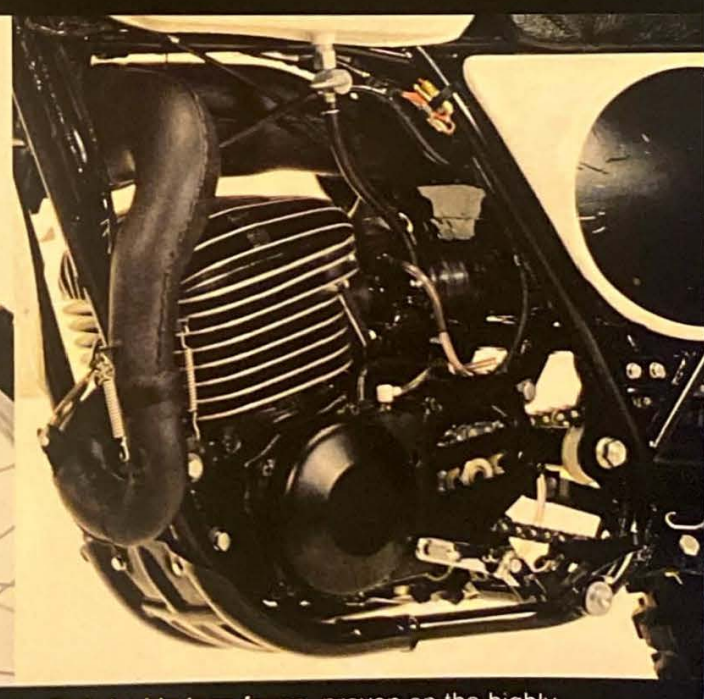
Torque Induction, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. The result is more horsepower, particularly at low rpm's.



Autolube® constantly adjusts the flow of oil into the fuel mixture according to engine load and speed, resulting in increased engine life. For those who want to save a little weight and premix, the unit is easily detachable.



Lightweight polypropylene fenders are virtually unbreakable. Fiberglass seat assembly is also featherlight, but well-padded. Unsprung weight is minimized by lightweight alloy rims and conical hubs.



Full double loop frame, proven on the highly successful Yamaha factory motocrossers, cradles the engine lower, results in lower center of gravity, better steering geometry, and better handling.

GTMX



GTMXB ENGINE

Type . . . 2-stroke, Torque Induction, Single
 Displacement . . . 72 cc (4.39 cu.in.)
 Bore & Stroke . . . 1.850 × 1.654 in.
 Compression ratio . . . 6.8 : 1
 Max. torque . . . 4.0 ft.-lb. @ 6,000 rpm
 Lubrication system . . . Autolube
 Starting system . . . Primary kick starter
 Ignition system . . . Flywheel Magneto
 Transmission . . . 4-speed gearbox

DIMENSIONS

Overall length . . . 61.0 in.
 Overall width . . . 27.2 in.

Overall height . . . 36.6 in.
 Wheelbase . . . 41.1 in.
 Min. ground clearance . . . 7.7 in.

FUEL TANK

Capacity . . . 1.3 U.S. gal.

OIL TANK

Capacity . . . 0.7 U.S. qts.

TIRES

Front . . . 2.50-15-4PR
 Rear . . . 2.75-14-4PR

MX 100



MX100B ENGINE

Type . . . 2-stroke, Torque Induction, Single
 Displacement . . . 97 cc (5.92 cu.in.)
 Bore & Stroke . . . 2.047 × 1.795 in.
 Compression ratio . . . 8.3 : 1
 Max. torque . . . 8.1 ft.-lb. @ 9,500 rpm
 Lubrication system . . . Autolube
 and Pre-mix
 Starting system . . . Primary kick starter
 Ignition system . . . Flywheel Magneto
 Transmission . . . 5-speed gearbox

DIMENSIONS

Overall length . . . 76.0 in.
 Overall width . . . 36.4 in.

Overall height . . . 42.3 in.
 Wheelbase . . . 50.8 in.
 Min. ground clearance . . . 9.1 in.

FUEL TANK

Capacity . . . 1.59 U.S. gal.

OIL TANK

Capacity . . . 0.48 U.S. qts.

TIRES

Front . . . 2.75-19-4PR
 Rear . . . 3.00-18-4PR

MX 125



MX125B ENGINE

Type . . . 2-stroke, Torque Induction, Single
 Displacement . . . 123 cc (7.51 cu.in.)
 Bore & Stroke . . . 2.205 × 1.969 in.
 Compression ratio . . . 8.0 : 1
 Max. torque . . . 11.5 ft.-lb. @ 9,000 rpm
 Lubrication system . . . Autolube
 and Pre-mix

Starting system . . . Primary kick starter
 Ignition system . . . Flywheel Magneto
 Transmission . . . 5-speed gearbox

DIMENSIONS

Overall length . . . 78.7 in.
 Overall width . . . 36.4 in.

Overall height . . . 42.9 in.
 Wheelbase . . . 52.4 in.
 Min. ground clearance . . . 9.8 in.

FUEL TANK

Capacity . . . 1.59 U.S. gal.

OIL TANK

Capacity . . . 0.48 U.S. qts.

TIRES

Front . . . 2.75-21-4PR
 Rear . . . 3.50-18-4PR

MX175



MX175B

ENGINE

Type 2-stroke, Torque Induction, Single
 Displacement 171 cc (10.43 cu.in.)
 Bore & Stroke 2.598 x 1.969 in.
 Compression ratio 7.0 : 1
 Max torque 11.1 ft.-lb. @ 8,500 rpm
 Lubrication system Autolube
 and Pre-mix
 Starting system Primary kick starter
 Ignition system C.D.I.
 Transmission 5-speed gearbox

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.

FUEL TANK

Capacity 1.59 U.S. gal.

OIL TANK

Capacity 0.48 U.S. qts.

TIRES

Front 3.00-21-4PR
 Rear 3.50-18-4PR

MX250



MX250B

ENGINE

Type 2-stroke, Torque Induction, Single
 Displacement 246 cc (15.01 cu.in.)
 Bore & Stroke 2.756 x 2.520 in.
 Compression ratio 7.69 : 1
 Max torque 22.5 ft.-lb. @ 6,500 rpm
 Lubrication system Pre-mix
 Starting system Primary kick starter
 Ignition system C.D.I.
 Transmission 5-speed gearbox

DIMENSIONS

Overall length 83.3 in.
 Overall width 38.8 in.

Overall height 45.9 in.
 Wheelbase 66.1 in.
 Min. ground clearance 9.3 in.

FUEL TANK

Capacity 2.1 U.S. gal.

TIRES

Front 3.00-21-4PR
 Rear 4.60-18-4PR

MX400



MX400B

ENGINE

Type 2-stroke, Torque Induction, Single
 Displacement 397 cc (24.22 cu.in.)
 Bore & Stroke 3.346 x 2.756 in.
 Compression ratio 7.57 : 1
 Max torque 28.6 ft.-lb. @ 7,000 rpm
 Lubrication system Pre-mix
 Starting system Primary kick starter
 Ignition system C.D.I.
 Transmission 5-speed gearbox

DIMENSIONS

Overall length 82.9 in.
 Overall width 38.8 in.

Overall height 45.9 in.
 Wheelbase 55.7 in.
 Min. ground clearance 9.3 in.

FUEL TANK

Capacity 2.1 U.S. gal.

TIRES

Front 3.00-21-4PR
 Rear 4.60-18-4PR

Someday, you'll own a Yamaha.



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