

IT425



www.legends-yamaha-enduros.com

GO TO THE HEAD OF YOUR CLASS.

Yamaha designed their new IT425 with one thing in mind: winning.

For International Trials, local enduros, or just riding like blazes to have fun, the IT425 is for those who demand the best.

The new 425cc, two-stroke power plant out-muscles many bigger engines. Yamaha's reed-valve Torque Induction churns out gobs of low-end torque and ensures steady, reliable power at any speed.

When it comes to handling, the IT425 is motocross bred to be way ahead of the field. Our exclusive Monoshock is the best system made for keeping the rear wheel planted firmly in the dirt, come mountain or molehill. The Monoshock virtually eliminates rear-wheel flex while allowing a hefty 9.84 inches of travel.

The long-travel leading-axle front forks mean maximum stability and quick, sure steering. And it's all held together by a rugged, light, tubular-steel motocross frame.

Plus the IT425 has competition extras to spare. Like brakes and shift levers that fold back instead of bending. Quick-change wheels and a quick-disconnect clutch. A single-element air filter that can be changed with one hand. Extra-wide fenders. Metal skid plate. Engine guards. And a primary kick starter for quick starting in any gear.

And if that isn't enough, there's a steel swing arm with a pivot point close to the countershaft. Mudproof footpegs. High-performance tires. And IT-approved lighting.

The IT425 has got everything you need to be the best rider in your class. Whether you like competing against the crowd. Or against yourself.

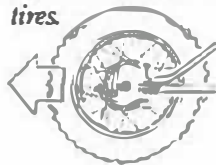
Our exclusive Monoshock is easily adjustable by...
spring pre-load, nitrogen...
So any rider can keep the wheel on the ground for over any kind of terrain



Strong, triangulated swing arm.

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Quick-release wheels with rim-saver tires.



Constant-mesh five-speed trans

is infinitely
varying
©
pressure.
back
re traction

Full ISDT lighting and instrumen-
tation. The lamp body and number
plate are a single, sturdy unit.

The new air/spring leading-axle
oil-dampened front forks have 20mm
more wheel travel this year. With
extra-long internal sliding surfaces
to prevent flex.

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

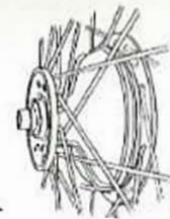
This year's new 425cc engine has
more horsepower and torque than
last year's. Yet weight has been
decreased 4.5 pounds. Our unique
reed-valve Torque Induction ensures
steady power across the power band.

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Lightweight high-
performance tires.

Ground clearance has been increased
25mm this year.

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



Light, strong conical hub reduces
unsprung weight.

Folding brake and shift levers so
they'll bend without breaking.

ssion.

ENGINE

Type 2-stroke single
Displacement 425cc
Bore and Stroke 85 x 75mm
Compression Ratio 7.4:1
Maximum Torque 34.7 ft.-lbs.
(4.80 kg-m) @ 6,000 rpm
Carburetion Mikuni VM38SS
Ignition C.D.I.
Starting Primary kick
Lubrication Pre-mix
Transmission 5-speed

CHASSIS

Overall Length 86.8" (2,205mm)
Overall Width 36.8" (935mm)
Overall Height 47.4" (1,205mm)
Wheelbase 56.3" (1,430mm)
Ground Clearance 11.8" (300mm)
Dry Weight 245 lbs. (111 kg)
Fuel Tank Capacity 3.2 gals. (12 l)

Suspension

Front Telescopic forks
Rear Swing arm with Monoshock

Brakes

Front Drum
Rear Drum

Tires

Front 3.00 x 21
Rear 5.10 x 18

Coloring Sky Blue

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



YAMAHA

When you know how they're built.