

IT250



www.legends-yamaha-enduros.com

GOOD AS GOLD.

Yamaha's TT250 comes from the same mold as our famous motocross-winning YZ's.

The TT250 is a reliable, all-business motorcycle. From its high-performance engine to its race-bred motocross suspension to its quick-change wheels and air filter.

For having a ball in the dirt, the TT250 is for serious fun. For International Trials or Cross Country competition, it's the ultimate gold-medal machine.

And this year, it should win even more medals due to some major innovations.

The gutsy 246cc two-stroke is more powerful than ever. The capacitor discharge ignition (C.D.I.) system has an even hotter spark at high rpm's for better engine efficiency. The muffler and cylinder scavenging ports have also been redesigned for increased performance.

Yamaha's unique reed-valve Torque Induction assures steady, usable torque across the power band. And a six-speed constant-mesh transmission shifts quickly and smoothly.

The TT250's stable leading-axle front forks are even better this year, with wheel travel increased to 250mm both front and back.

And it's all put together on a light but incredibly strong tubular-steel frame that features greater ground clearance—a full 300mm.

Yamaha's exclusive Monoshock is still the heart of the TT250's suspension. The Monoshock is the best way yet devised to keep the rear wheel on the ground for sure traction over the roughest terrain. And it's easily and infinitely adjustable to suit different riders and terrain.

The Yamaha TT250 (or 1980). It's like having a machine that makes gold out of dirt.

The pivot point of the strong, triangulated swing arm is close enough to the countershaft to eliminate the need for a chain tensioner.

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Quick release wheels with rim-secure tires.



Lightweight high-performance tires.



...Adjustable is infinitely
adjustable by varying spring
pressure and
And this year we've
two-wheel travel by a
Smoother so any rider can have
over the roughest terrain.

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

The all-new 246cc two-stroke is
gutsier than ever, with increased
horsepower and torque. Our unique
Torque Induction system assures
reliable torque across the power band.

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

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

...ed brake
...ly levers fold
... instead of
... obstacles.



Leading/trailing conical disc™
brakes for sure stopping.



HIGHLAND YAMAHA
1516 WEST 55TH STREET
LA GRANGE HIGHLANDS, ILL. 60525
246-4003

ENGINE

Type. 2-stroke single
Displacement. 246cc
Bore and Stroke. 70 x 64mm
Compression Ratio. 7.9:1
Maximum Torque. 26.0 ft.-lbs.
(3.60 kg-m) @ 7,500 rpm

Carburetion. Mikuni VM36SS
Ignition. C.D.I.
Starting. Primary kick
Lubrication. Pre-mix
Transmission. 6-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. 240 lbs. (109 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 ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



YAMAHA

When you know how they're built.

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