

IT125/175/250/465

TT175

Our new, beveled-gear activated throttle mechanism is dust, mud and crud resistant.

The single-down-tube chrome-moly frame is remarkably light, yet rigid.

A handy tool kit keeps help at an arm's reach, for fast repairs.

Yamaha's exclusive Monoshock with remote reservoir is infinitely and easily adjustable by varying spring preload, nitrogen pressure and oil dampening.

Bigger, quick-change air filter allows you and your bike to breathe easier.

Leading/trailing rear brake gets you stopped as quickly as you start.

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter, more reliable, more efficient spark.

Quick-release wheels with special rim-saver tires.

A new, YZ-type six-speed transmission has short-throw shifting mechanism for quick shifting in any gear, at any speed.

The lightweight, boxed-aluminum triangulated swing arm and Mono-shock suspension keep the rear wheel stuck to the ground.

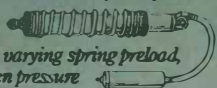
Powerjet carburetion atomizes fuel more efficiently at low rpm's for better low-end torque and fuel economy.

[www.legends.yamaha-enduros.com](http://www.legends.yamaha-enduros.com)



# TT250

Yamaha's exclusive **Monoshock** with remote reservoir is infinitely and easily adjustable by varying spring preload, nitrogen pressure and oil dampening.



Our new, beveled-gear activated throttle mechanism is dust, mud and crud-resistant.

New easy-to-read **ISDT** instrumentation includes resettable odometer.

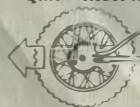
A handy tool kit keeps help at an arm's reach, for fast repairs.

Bigger, quick-change air filter allows you and your bike to breathe easier.

Leading/trailing rear brake gets you stopped as quickly as you start.

Yamaha's **Energy Induction System (YEIS)** delivers more low and mid-range power. Saves fuel, too.

Quick-release wheels with special rim-saver tires.



The lightweight, boxed-aluminum triangulated swing arm and **Monoshock** suspension keep the rear wheel stuck to the ground.

A new, **YZ-type** six-speed transmission has short-throw shifting mechanism for quick shifting in any gear, at any speed.

**Breakerless Capacitor Discharge Ignition (CDI)** produces a hotter, more reliable, more efficient spark.

[www.legends-yamaha-riders.com](http://www.legends-yamaha-riders.com)



# FOUR WAYS TO TURN DIRT INTO GOLD.

Winning a gold medal in International Trials competition isn't getting any easier. So we've always tried to make our IT bikes better each year. And this year's no different.

For all-out International Trials competition, local enduros or just seeing who can have the most fun in the dirt, nothing on two wheels can equal our IT125, 175, 250, or 465.

Every IT is designed, first and foremost, with winning in mind. So we gave them plenty of guts – the guts of our famous YZ motocrossers.

And they win for the same reasons: lightweight, highly efficient two-stroke engines. Reed Valve Torque Induction to ensure instant, steady power. Capacitor Discharge Ignition (CDI) for a hot, efficient spark, maximum performance and minimum maintenance.

To keep all that power firmly on the ground, every IT has a race-proven Monoshock suspension system – the most effective, most finely adjustable

and winningest rear suspension ever devised.

Working in conjunction with a strong, triangulated swing arm, Monoshock eliminates rear wheel flex and wobble. Come mountain or molehill.

Where the go-for-broke motocross features end, the most advanced enduro innovations take over. Like our new, beveled-gear activated throttle mechanism. It won't jam in dust, mud, twigs, and other tidbits you're likely to encounter.

This year's IT's also feature easier-folding, mud-proof foot pegs and brake and shift levers. Full ISDT instrumentation and new integrated headlights and taillights. Quick-release wheels. Bigger, quick-change air filters. And much more.

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## IT175: GO TO THE HEAD OF YOUR CLASS.

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The IT175 is one of the best IT machines in its class. It combines every trick enduro feature known to Yamaha with the guts of an MXer. And, because of its size, it's perfect for just having

some fun in the dirt.

The 171cc powerplant is an expanded version of the famous YZ125 engine. But we've equipped the 175 with our exclusive Powerjet carburetion that atomizes fuel better at low rpm's for increased low-end torque and better fuel economy.

The six-speed gear box with YZ-type short-throw shifting mechanism gives you maximum efficiency at any speed, in any gear.

In front, the beefy, oil-dampened leading-axle forks pump out 250mm of terrain-leveling travel.

And to keep the 175 sailing smoothly over the most grueling courses, there's a remote-reservoir Monoshock with 250mm of rear wheel travel and even finer adjustability this year.

The Monoshock works with the strong, lightweight boxed-aluminum swing arm to keep the rear wheel on the ground.

In short, the IT175 is everything our bigger IT's are.

Except big.

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## IT250: EVERY TRICK IN THE BOOK.

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In order to make our IT250 the best machine in its class, we didn't miss a trick.

The 246cc engine has even more horsepower and torque this year, throughout the powerband. Yet, because it is modeled after the YZ250's powerhouse, it is actually lighter and more compact.

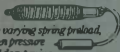
The IT250 is also equipped with our exclusive Yamaha Energy Induction System (YEIS) that smoothes out the air/fuel intake flow, resulting in a more usable powerband. There's a lot more torque at the low end, where you really need it. And more at top speed. As if that isn't enough, YEIS actually saves fuel, so you can go faster, farther.

For fast, sure shifting at any speed, from any gear, there's an efficient six-speed transmission with a new, very rugged YZ-type shift mechanism.

Since that added power requires additional suspension,

TT465

Yamaha's exclusive Monoshock with remote reservoir is infinitely and easily adjustable by varying spring preload, nitrogen pressure and oil dampening.



A handy tool kit keeps help at an arm's reach, for fast repairs.

Leading/trailing rear brake gets you stopped as quickly as you start.

Quick-release wheels with special rim-saver tires.



The lightweight, boxed-aluminum triangulated swing arm and Mono-shock suspension keep the rear wheel stuck to the ground.

Our new, beveled gear activated throttle mechanism is dust, mud and crud-resistant.

The single-down-tube chrome-moly frame is remarkably light, yet rigid.

Bigger, quick-change air filter allows you and your bike to breathe easier.

YZ-type fenders protect you from low-flying objects.

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter, more reliable, more efficient spark.

A new YZ type five-speed transmission features a more durable short-throw shifting mechanism.

New double-leading shoe front brake for greater braking power.

[www.legendaryamaha-enduros.com](http://www.legendaryamaha-enduros.com)



# TT125

Hand grips have a new textured pattern for more grab and less slip.

Handlebar guards protect you and your bike from close encounters with bushes.

Yamaha's exclusive Monoshock rear suspension is adjustable by varying



spring preload, nitrogen gas pressure and dampening.

YZ-type fenders protect you from low-flying objects.

FIM-type side covers include a number plate.

A new tread pattern gives knobby tires better traction.

Leading/trailing rear brake gets you stopped as quickly as you start.

Foot pegs and brake and shift levers are easier-folding and mud-proof.

Quick-release wheels with special rim-saver tires.

The strong triangulated swing arm and Monoshock suspension keep the rear wheel stuck to the ground.

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter, more reliable, more efficient spark.

[www.regents-yamaha-enduros.com](http://www.regents-yamaha-enduros.com)



we've equipped the Monoshock with a remote reservoir this year, increasing the rear wheel travel by 20mm. The Monoshock is also much more adjustable, to help different riders adapt to different types of terrain more easily.

In front, the diameter of the leading-axle oil-dampened front forks has been increased to eliminate flex, while increasing travel by 20mm.

The new single-down-tube chrome-moly frame provides a lower seat height this year, for a lower center of gravity and greater stability.

When it comes to racing, the 1981 TT250 is as good as gold.

### **TT465: MORE WHERE YOU NEED IT MOST.**

The first thing you'll notice about the new TT465 is that it's 40cc's larger and faster this year. The powerplant is basically the same lightweight, compact, yet muscular engine that makes our YZ465 tops in its class.

And, so you can handle all the new power efficiently, there's

a new, YZ-type five-speed transmission with a more durable short-throw shifting mechanism.

There's also more suspension. We've increased the diameter of the oil-dampened leading-axle front forks to eliminate flex, while pumping out 20mm more travel. In back, the Monoshock's travel has been increased 20mm.

Since the TT465 goes faster than ever over any kind of terrain, we also gave it a new double-leading shoe front brake for maximum stopping power.

And, to make sure the new, easier-operating hand levers stay that way, there are new bush guards at both ends of the handlebars.

The TT465. Everything you need to be the best rider in your class. Whether you're competing against the crowd. Or against yourself.

### **TT125: THE PLAYBIKE BUILT LIKE A WINNER.**

The TT125's small size and easy handling characteristics make it perfect for just having a ball in the dirt. But it also has so many go-for-broke competition features, it really earns an "TT" designation.

The 123cc powerplant has oversized reed valves and a big

carburetor to ensure steady power over a wide powerband. The exhaust silencer has been redesigned this year to reduce noise and increase horsepower.

The suspension is race-proven, too. Starting with Yamaha's exclusive Monoshock — the best method yet devised to keep the rear wheel on the ground for sure traction. The Monoshock is also adjustable to suit different riders and different terrain.

Up front, leading-axle, oil-dampened forks with increased tube diameter this year, really soak up the bumps. And travel's up from 7.1 inches to 7.9 inches.

A strong, lightweight tubular-steel double-cradle frame takes all the punishment Mother Nature can dish out. The frame also provides a low seat height so almost anyone, male or female, can swing a leg over and head for the hills with confidence. Even the first time out.

And if you're just starting to compete, the TT125 is the perfect way to begin prospecting for gold.

## IT15

### ENGINE

Type	Four-stroke, Twin-cylinder
Displacement	150cc
Bore and Stroke	56x38mm
Compression Ratio	8.1:1
Maximum Torque	3.12 ft.-lb. (0.29kgm @ 2200rpm)
Cooling System	Water (VTEC)
Ignition	CDI
Starting	Primary coil
Lubrication	Pressure
Transmission	Fixed

### CHASSIS

Overall Length	63.7" (1.63m)
Overall Width	34.7" (0.88m)
Overall Height	63.7" (1.63m)
Wheelbase	34.7" (0.88m)
Ground Clearance	3.7" (0.09m)
Seat Height	33.7" (0.86m)
Dry Weight	205lb. (93kg)
Fuel Tank Capacity	22 gal. (83l)

### Suspension

Front	Telescopic Fork
Rear	Swingarm with Shock

### Brake

Front	Disc
Rear	Disc

### Tires

Front	100x-15
Rear	4.8x-15

### Clutch

Clutch	Wet
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## IT16

### ENGINE

Type	Four-stroke, Twin-cylinder
Displacement	170cc
Bore and Stroke	66x38mm
Compression Ratio	7.9:1
Maximum Torque	3.97 ft.-lb. (0.36kgm @ 2200rpm)
Cooling System	Water (VTEC)
Ignition	CDI
Starting	Primary coil
Lubrication	Pressure
Transmission	Fixed

### CHASSIS

Overall Length	63.7" (1.63m)
Overall Width	34.7" (0.88m)
Overall Height	63.7" (1.63m)
Wheelbase	34.7" (0.88m)
Ground Clearance	3.7" (0.09m)
Seat Height	35.7" (0.91m)
Dry Weight	207lb. (94kg)
Fuel Tank Capacity	22 gal. (83l)

### Suspension

Front	Telescopic Fork
Rear	Swingarm with Shock

### Brake

Front	Disc
Rear	Disc

### Tires

Front	100x-15
Rear	4.8x-15

### Clutch

Clutch	Wet
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## IT250

### ENGINE

Type	Four-stroke, Twin-cylinder
Displacement	246cc
Bore and Stroke	76x46mm
Compression Ratio	7.9:1
Maximum Torque	3.97 ft.-lb. (0.36kgm @ 2200rpm)
Cooling System	Water (VTEC)
Ignition	CDI
Starting	Primary coil
Lubrication	Pressure
Transmission	Fixed

### CHASSIS

Overall Length	63.7" (1.63m)
Overall Width	34.7" (0.88m)
Overall Height	63.7" (1.63m)
Wheelbase	34.7" (0.88m)
Ground Clearance	3.7" (0.09m)
Seat Height	34.7" (0.88m)
Dry Weight	220lb. (100kg)
Fuel Tank Capacity	24 gal. (91l)

### Suspension

Front	Telescopic Fork
Rear	Swingarm with Shock

### Brake

Front	Disc
Rear	Disc

### Tires

Front	100x-15
Rear	5.8x-15

### Clutch

Clutch	Wet
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## IT465

### ENGINE

Type	Four-stroke, Twin-cylinder
Displacement	464cc
Bore and Stroke	85x46mm
Compression Ratio	7.9:1
Maximum Torque	3.97 ft.-lb. (0.36kgm @ 2200rpm)
Cooling System	Water (VTEC)
Ignition	CDI
Starting	Primary coil
Lubrication	Pressure
Transmission	Fixed

### CHASSIS

Overall Length	63.7" (1.63m)
Overall Width	34.7" (0.88m)
Overall Height	63.7" (1.63m)
Wheelbase	34.7" (0.88m)
Ground Clearance	3.7" (0.09m)
Seat Height	34.7" (0.88m)
Dry Weight	220lb. (100kg)
Fuel Tank Capacity	24 gal. (91l)

### Suspension

Front	Telescopic Fork
Rear	Swingarm with Shock

### Brake

Front	Disc
Rear	Disc

### Tires

Front	100x-15
Rear	5.8x-15

### Clutch

Clutch	Wet
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Always wear your seat belt and never drink and ride. Yamaha is not responsible for any accidents or injuries resulting from the use of any of our products.

**YAMAHA**  
THE WAY IT SHOULD BE

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