

TY250 YAMAHA TRIAL



Introducing The Cat. The new Yamaha TY250. A purebred trials motorcycle that can pull through mud or climb over rocks like no other machine you've ever ridden. Because The Cat is built like no other machine you've ever ridden. Keeping in mind Yamaha's tradition of dependability and performance, twice Trials Champion of the World, Mick Andrews, helped Yamaha design The Cat to his exacting specifications. Then he took it to Europe to win the grueling Scottish Six Day Trials.

The Cat has a lightweight frame, lightweight hubs, rims, fenders and Petrol tank. And plenty of power spread all across the rpm range, to give you a reliable amount of torque whenever or wherever you need it. And Yamaha's exclusive Torque Induction intake system gives The Cat a ferocious amount of low end pulling power.

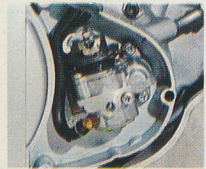
Ride the TY250 where you've never dared to ride before. And you'll see why Yamaha is proud to bring you The Cat.

"Finest features for fantastic performance"

Engine

Designed for smoother torque over the low and middle-speed ranges, the 2-stroke aluminium engine features Torque Induction, the YAMAHA-exclusive function which yields better throttle response. This powerful engine has magnesium crankcase covers and a highly-durable steel cylinder sleeve to give strength and better heat dissipating characteristics.

Autolube



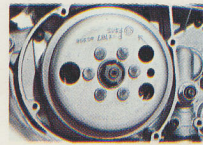
In order to eliminate the bothersome process of manually mixing the petrol with the oil, YAMAHA developed the Autolube system which continually monitors engine speed and throttle opening to supply the exact amount of oil to be mixed automatically from a separate tank.

Carburettor quick-change lever

For optimum engine performance, the fuel-air mixture should be changed when engine operation is different, such as when riding in a trials section and between trials sections. The TY 250 carburettor is equipped with a quick-change lever for this purpose.

Flywheel and magneto

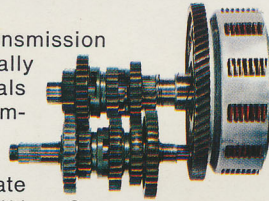
To give the bike smoother performance characteristics in the ultra low-speed range, the flywheel and magneto mass have been increased. Furthermore, this mass was critically selected so that throttle reponse would not be impaired.



Transmission

The 5-speed transmission has been specially designed for trials riding with a comfortable overlap in the gear ratios to eliminate unnecessary shifting. Constructed from extra-durable heat-treated steel, the lower three gears are ideal for any type trials section while the top two can be used for riding quickly along the roads in between the sections.

Another feature of this transmission is the spring-loaded 90° fold-away shift lever which, if hit by some obstacle in the path, will not jump out of gear.



Frame

The diamond-type frame features a more slender tube made with high-tensile-strength steel so that the machine will be lighter and be able to withstand the most rugged treatment.

Skid plate

The under side of the engine is equipped with an aluminium plate which allows the engine to slide over obstacles, should they occur, more easily.

Chain tensioner and oiler

The chain tensioner maintains the proper tension on the chain preventing a time-lag and stretching the chain when suddenly accelerating. Also, an oiler is provided for a longer serviceable chain life.

Rear shock absorbers

The rear shock absorbers are a hydraulically-damped single spring type which can be adjusted to match the section to be ridden. Designed to reduce rider fatigue to a minimum, these shocks smooth out the road while maintaining excellent machine stability.

Brakes

The brakes, both front and rear, are optimum for more precise braking power and to eliminate fading. These brakes also feature a special labyrinth seal which prevents water and dust from entering the drum and affecting their operation.



SPECIFICATIONS

PERFORMANCE

Min. turning radius 1,600 mm (63.0 in.)
 Min. braking distance 15 m @50 km/h
 (49 ft. @31 mph)

ENGINE

Type 2-stroke, 7-port, Torque Induction, Single
 Displacement 246 cc (15.01 cu. in.)
 Bore & Stroke 70 x 64 mm (2.756 x 2.520 in.)
 Compression ratio 6.0:1
 Max. torque 2.1 kg-m (15.2 ft.-lb.) @5,500 rpm
 Lubrication system Autolube
 Starting system Primary kick starter
 Transmission 5-speed gearbox

DIMENSIONS

Overall length 2,010 mm (79.1 in.)
 Overall width 835 mm (32.9 in.)
 Overall height 1,110 mm (43.7 in.)
 Wheelbase 1,295 mm (51.0 in.)
 Min. ground clearance 280 mm (11.0 in.)

WEIGHT (NET)

..... 93 kg. (212 lbs.)

FUEL TANK CAPACITY

..... 5.0 lit. (1.3 U.S. gal.)

OIL TANK CAPACITY

..... 0.35 lit. (0.4 U.S. qts.)

TIRES

front 2.75-21-4PR

rear 4.00-18-4PR

* Specifications subject to change without prior notice.



YAMAHA



SINCE 1887

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