

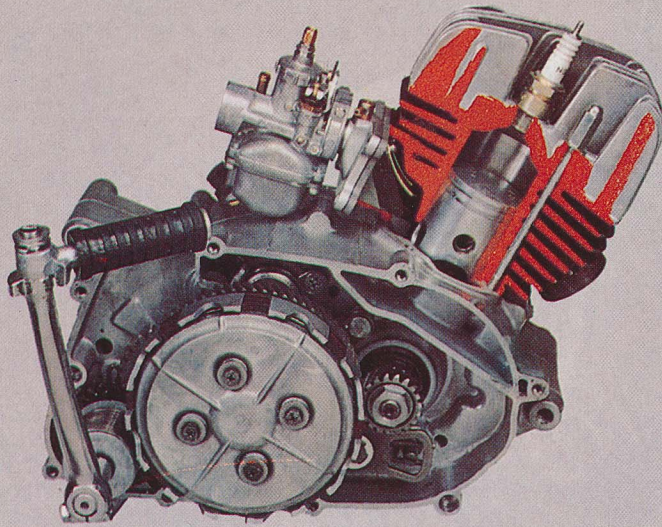
 YAMAHA TY50M



The Yamaha TY50M—A genuine trials

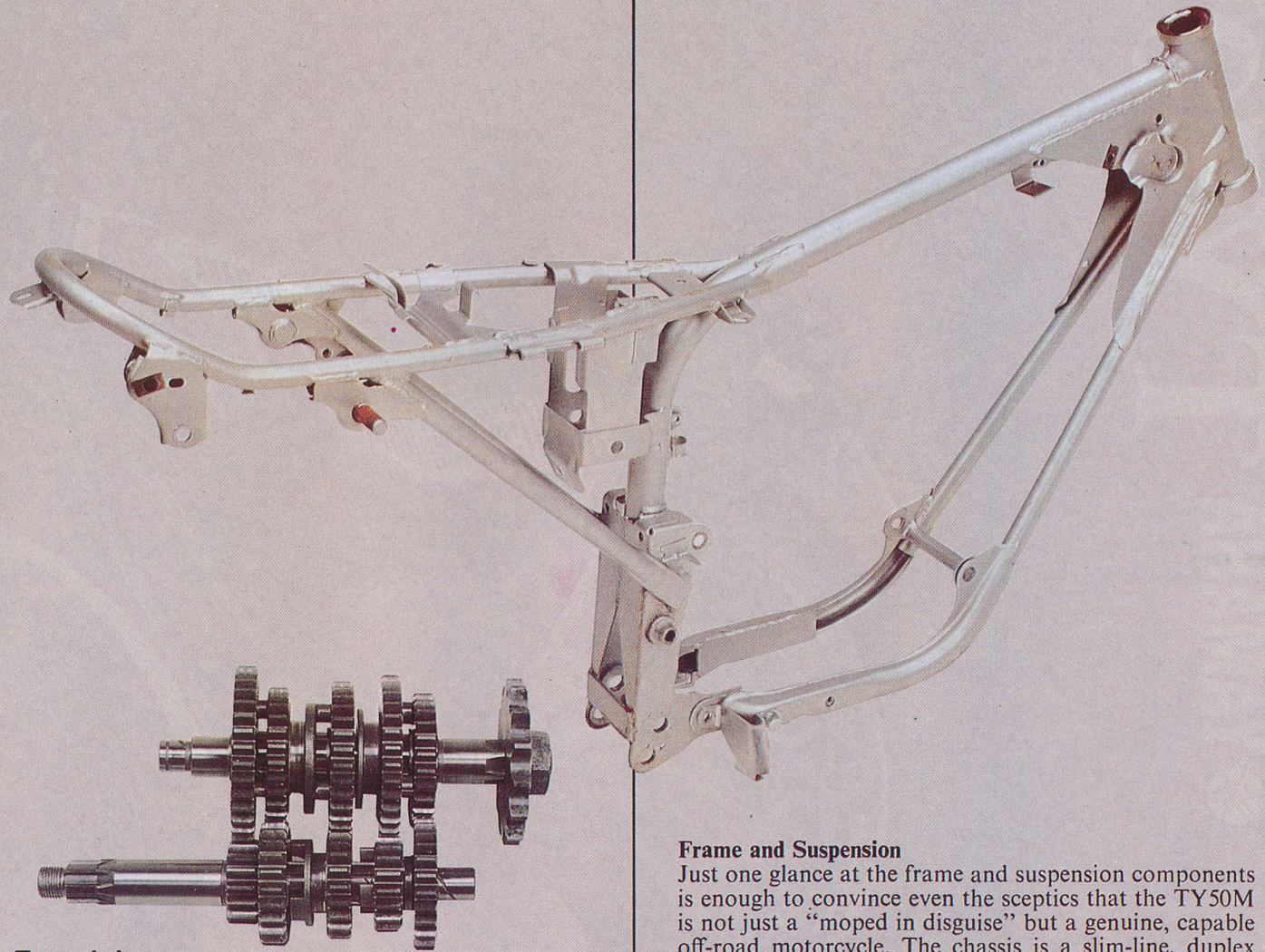
The Yamaha TY50M might be a lightweight in terms of engine size, overall dimensions and horsepower but it's very definitely in the "heavyweight" class when measured in terms of its "go-anywhere" capabilities. The little TY50M is a genuine trials machine, capable of tackling many of the same sections as its bigger brothers in the Yamaha trials range. Just like the rest of these machines, the TY50M draws on the experience of double European Trials Champion, Mick Andrews, and this experience is reflected in the machine's styling and specification. It's no "boulevard" bike posing as a trials machine ... the TY50M, while quite happy cruising the cafes, is quite capable of dealing with the rough stuff.

For off-road enjoyment, trail riding, novice-class trials or even as a snappy little street bike, the TY50M brings the excitement of a genuine competition machine to motorcycling's smallest category.



Engine

Heart of the TY50M is the single cylinder, alloy engine. It shares the same reed-valve Torque Induction and throttle-controlled "Autolube" oiling systems as its bigger brothers in the Yamaha trials range, features which ensure maximum engine efficiency thanks to them, the power unit never receives more fuel or oil than it actually needs. Clean carburation is a major by-product of this and is an added reason why the little TY50M is so affective over trials-type terrain.



Transmission

A five speed gearbox gives an adequate choice of ratios for either on or off-road use. Gearchange is foot-operated just like the bigger machines in Yamaha's trials range.

Frame and Suspension

Just one glance at the frame and suspension components is enough to convince even the sceptics that the TY50M is not just a "moped in disguise" but a genuine, capable off-road motorcycle. The chassis is a slim-line, duplex cradle type with plenty of ground clearance while hydraulic front forks and shock absorbers deal with the ups and downs of off-road riding. This year the ground clearance is enhanced by a size increase in front and rear wheel diameter. The 16-inch rear wheel has been replaced by a 3.00 x 17 inch while the front wheel also gains an inch to become a 2.50 x 19. As a result of the extra rear wheel diameter, the swinging arm length is extended by 15mm ... a point which also improves the general handling of the machine.

s machine in the ultra-lightweight class.



SPECIFICATIONS

ENGINE

Type	2-stroke, Torque Induction, Single
Displacement	49 cm ³
Bore & Stroke	40.0 × 39.7 mm
Compression ratio	5.7:1
Lubrication system	Autolube
Starting system	Kick starter
Primary transmission	Gear
Gear Box	5-speed
Carburettor	VM16SH
Clutch	Multi-plate, Wet
Battery	6V, 4AH
Charging system	Flywheel magneto
Ignition type	Magneto

DIMENSIONS

Overall length	1,860 mm
Overall width	805 mm
Overall height	1,045 mm
Wheelbase	1,210 mm
Seat height	780 mm
Weight	72 kg
Fuel tank capacity	6.0 lit.
Oil tank capacity	1.0 lit.
Tires front	2.50-19-4PR
rear	3.00-17-4PR
Brakes front	Drum
rear	Drum

* Specifications subject to change without notice.



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