

MX175



MAXIMUM PLAY FOR MINIMUM PAY.

When you find out how well the MX175 performs you'll have a lot of trouble believing it's just a "play bike." And you'll have even more trouble believing the low price.

Our MX175 boasts features that some competition bikes don't have. Like the exclusive Yamaha Monoshock rear suspension, very similar to the race-winning suspension on our famous YZ motocrossers. The Monoshock is the best way to keep the rear wheel on the ground for positive traction and handling. And this year we've made it even easier to adjust the Monoshock for different riders and riding conditions.

In front there are long-travel leading-axle forks for stability and sure steering.

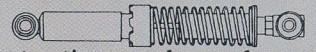
The efficient and reliable suspension keeps you rolling smoothly on a rugged, lightweight tubular-steel double-loop frame that is directly descended from our YZ's. The frame's low seat position means great stability while the neat, tucked-into-the-frame exhaust allows for all the ground clearance you'll ever need this side of a motocross course.

A lean and mean 171cc two-stroke supplies the muscle. Yamaha's unique reed-valve Torque Induction ensures steady power over a wide range. Capacitor discharge ignition (C.D.I.) means a hotter spark at all speeds and low maintenance. And our exclusive Autolube system continually mixes the oil and gas according to engine load.

Plus there's a six-speed close-ratio transmission that makes most efficient use of all the power. And knobby, off-road tires mounted on our strong, lightweight 110mm hubs, just like on our YZ100.

Put it all together and you've got the MX175 — a play bike for those who are seriously interested in having a lot of fun.

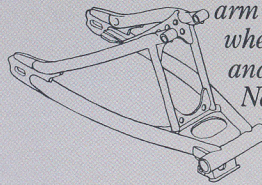
Our exclusive Monoshock keeps the rear wheel on the ground for sure



traction over the roughest country. It's easily adjustable to suit different riders and terrain.

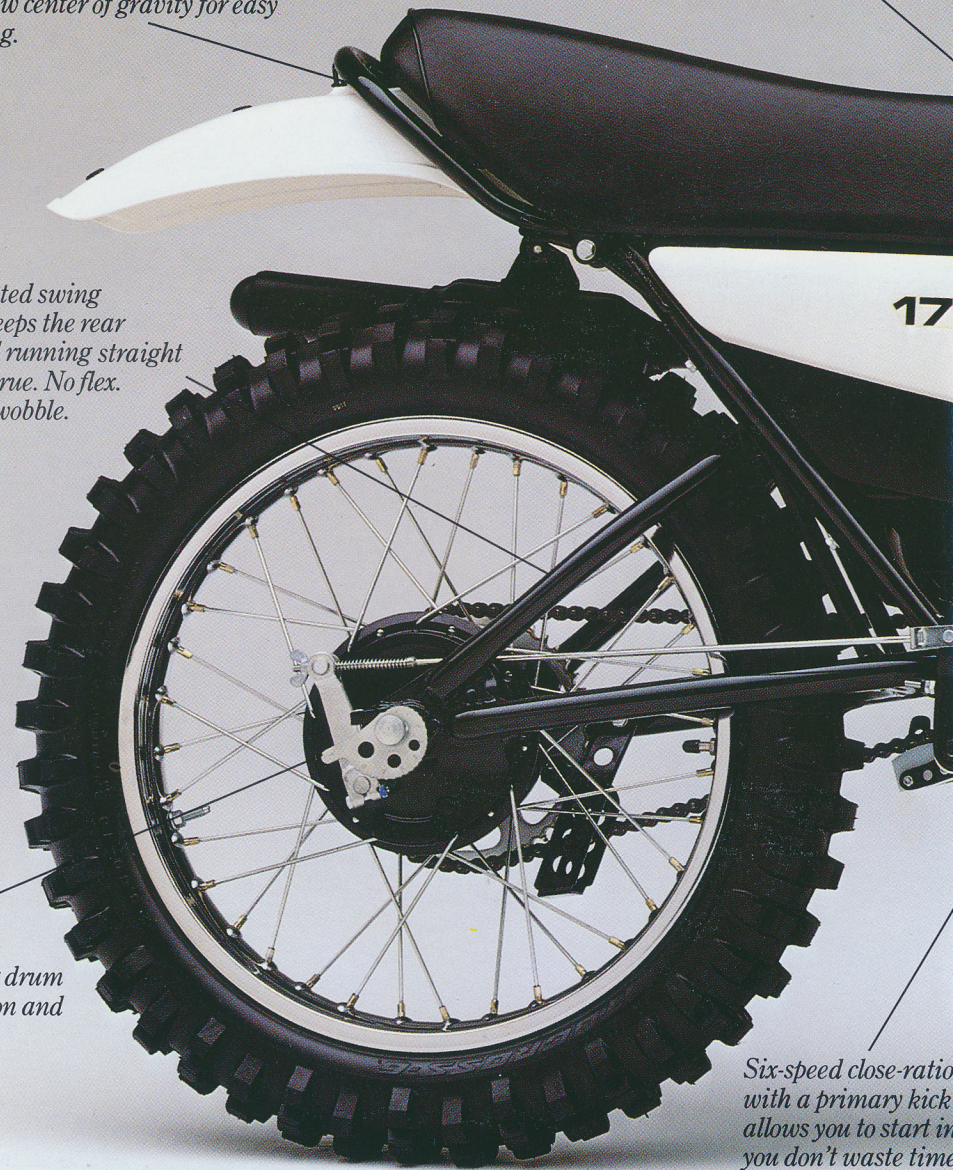
The double-cradle tubular steel frame is lightweight, yet rigid. A direct descendant from our YZ motocrossers, it provides a narrow profile and a low center of gravity for easy handling.

Strong, rigid triangulated swing arm keeps the rear wheel running straight and true. No flex. No wobble.



Brakes with leading/trailing drum design, for smooth deceleration and sure stops.

Six-speed close-ratio with a primary kick allows you to start in neutral you don't waste time neutral.

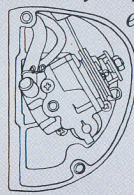




Full-size, leading-axle, oil-dampened front forks improve handling and control over obstacles and road hazards. You get plenty of travel to keep a rough trail from being a rough ride.

171cc, two-stroke engine with our unique reed-valve Torque Induction system that prevents carburetor blowback and increases horsepower.

Autolube not only mixes oil and fuel for you, it monitors engine load and adjusts the mixture accordingly for prolonged engine life.



Capacitor Discharge Ignition eliminates mechanical breaker points. It produces a hotter spark electronically, maximizing performance while minimizing maintenance.

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Tires are mounted on a motocross-type conical hub for added strength and reduced unsprung weight.

ENGINE

Type. 2-stroke single
Displacement. 171cc
Bore and Stroke. 66 x 50mm
Compression Ratio. 6.8:1
Maximum Torque. 12.7 ft.-lbs.
(1.76 kg-m) @ 6,000 rpm

Carburetion. Mikuni VM24SS
Ignition. C.D.I.
Starting. Primary kick
Lubrication. Autolube
Transmission. 6-speed

CHASSIS

Overall Length. 82.1" (2,085mm)
Overall Width. 34.1" (865mm)
Overall Height. 43.5" (1,105mm)
Wheelbase. 52.8" (1,340mm)
Ground Clearance. 9.8" (250mm)
Dry Weight. 201 lbs. (91 kg)
Fuel Tank Capacity. 1.8 gals. (6.8 l)
Oil Tank Capacity. 1.06 qts. (1.0 l)

Suspension

Front. Telescopic forks
Rear. Swing arm with Monoshock

Brakes

Front. Drum
Rear. Drum

Tires

Front. 2.75 x 21
Rear. 3.50 x 18

Coloring. Clean White

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.