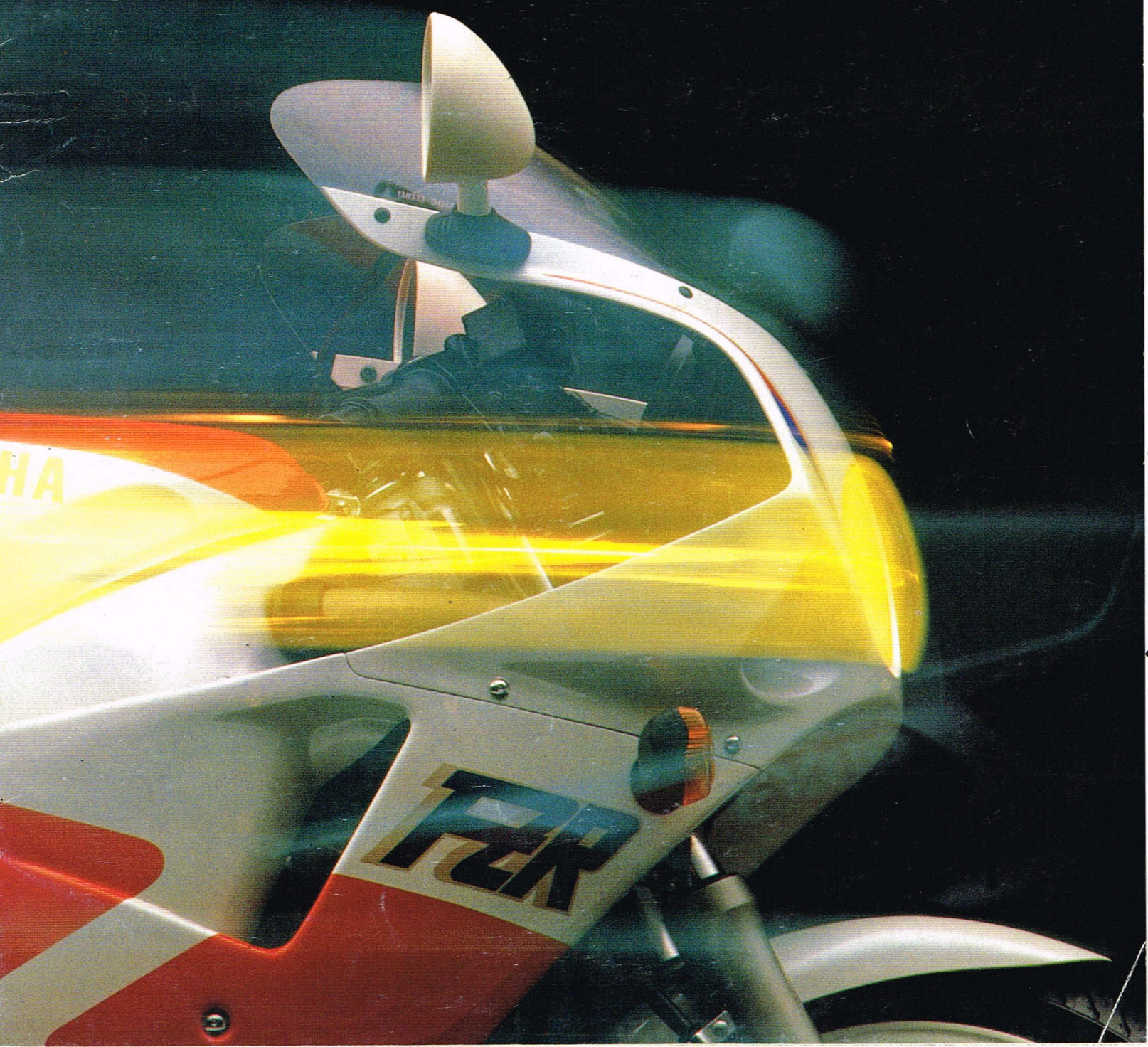


'89 YAMAHA



THE YAMAHA ADVANTAGE



The Yamaha Advantage — Yours to Experience!

Time and time again Yamaha has changed the face of motorcycling. Always for the better. And always with Yamaha's innovative technology as the driving force.

So it is again. Look at Yamaha's advanced Genesis concept. Our 5-valve engines. Deltabox frames. And, for this year, the all new Exhaust Ultimate Powervalue (EXUP). Taken together, they add up to a new age in motorcycling, where all elements join in technical harmony for the highest levels of mechanical sophistication. Comfort and riding precision unmatched by other motorcycles.

How can we justify such claims? To begin with, of course, there is the Genesis concept. A design strategy where engine and chassis are conceived as one unit to complement and enhance each other to make a machine, superior in all aspects of performance and handling. The basis of the Genesis concept is the forward-inclined parallel four-cylinder, four-stroke engine with five valves per cylinder which allows greater forward weight transfer. With the airbox and carburetors moved forward, closer to the fresh air, a deep and narrow tank can be used, thereby lowering the motorcycle's centre of gravity and allowing for a slimmer profile to enhance rider comfort and control.

Adding greater weight to our argument is Yamaha's revolutionary Deltabox frame. Only after the design was tried and tested in Grand Prix racing did we use it on our street version machines. Extremely light yet incredibly rigid and virtually flex-free, Deltabox performance both on and off the racetrack is a major factor in the success of Genesis design.

Another example of the Yamaha advantage is the unique 5-valve cylinder head used on the bigger FZR's which are extremely efficient, and give a much broader range of power and torque for fast acceleration combined with smooth power delivery.

If further evidence is needed to substantiate our claims, then look to the latest big FZR's, where you'll find Yamaha's Exhaust Ultimate Powervalue, or EXUP for short. By "tuning" 4-stroke exhaust systems using a computer controlled valve located in the exhaust pipe, our engineers have eliminated the uneven power delivery associated with some high performance four-cylinder engines. With EXUP both the power and the torque outputs show a marked increase at all engine speeds for significantly higher all round performance.

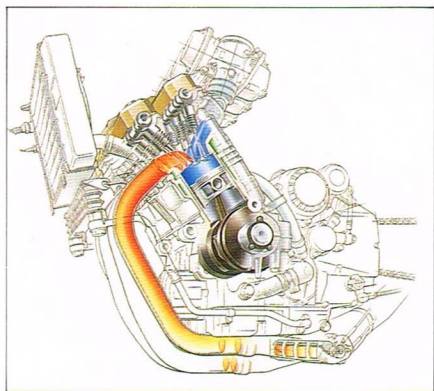
Like the YPVS and YDIS before it, EXUP is yet another example of Yamaha's many innovative ideas in action. Ideas all aimed at making Yamaha motorcycles more special and more fun to ride, and towards consolidating Yamaha's claim as the manufacturer of the world's most advanced and best designed motorcycles available today.

If we can't convince you, then convince yourself. Ride a Yamaha and you will then agree that Yamaha is at the leading edge of motorcycle progress.

We call it the Yamaha advantage. And it's all yours to experience!

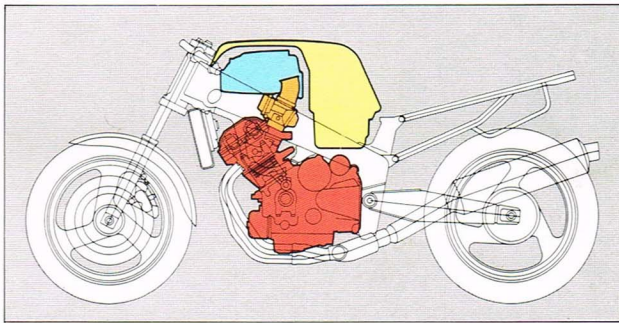
5-VALVE ENGINE

Yamaha's revolutionary 5-valve engine uses three intake and two exhaust valves for maximum breathing efficiency over a wide rpm range. Giving both low end torque and top end power, this unique Yamaha design is without a doubt one of the most efficient systems available today.



GENESIS

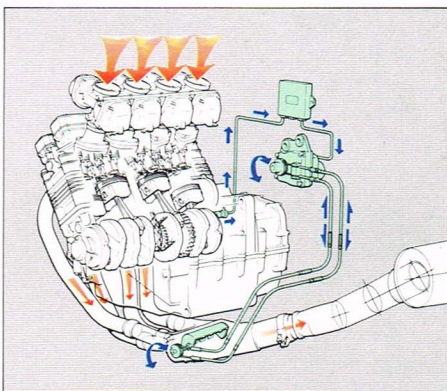
Genesis concept is Yamaha's approach to high performance motorcycles. A super efficient forward inclined 4-stroke motor is housed in a high rigidity Deltabox frame to give ideal weight distribution, low centre of gravity and unrivalled engine and chassis characteristics.



EXUP

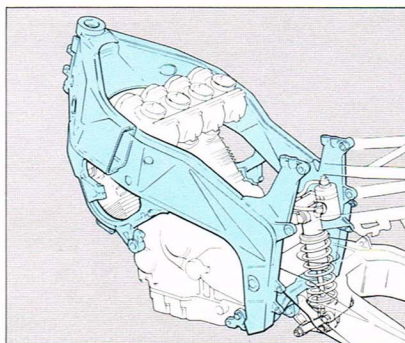
(EXHAUST ULTIMATE POWERTUNE)

A stroke of genius in our 4-stroke engines, EXUP positions a valve driven by a microcomputer controlled servomotor between the header pipes and the muffler for a 'tuned' exhaust system which gives a significant increase in power at all engine speeds.



DELATABOX FRAME

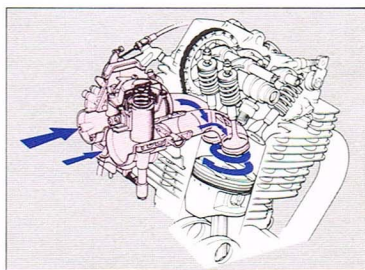
Yamaha's Deltabox frames are derived directly from our Grand Prix winning factory road racers. Extremely strong yet incredibly light, the handling performance has to be experienced to be believed!



YDIS

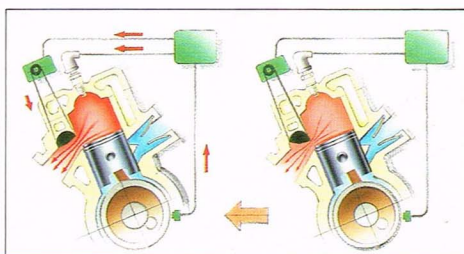
(YAMAHA DUO INTAKE SYSTEM)

Consisting of a dual throat carburettor with progressive secondary opening characteristics, the YDIS is used on Yamaha's 4-stroke singles. As well as improving low end pulling power and high rpm performance, YDIS also gives a much smoother power delivery.



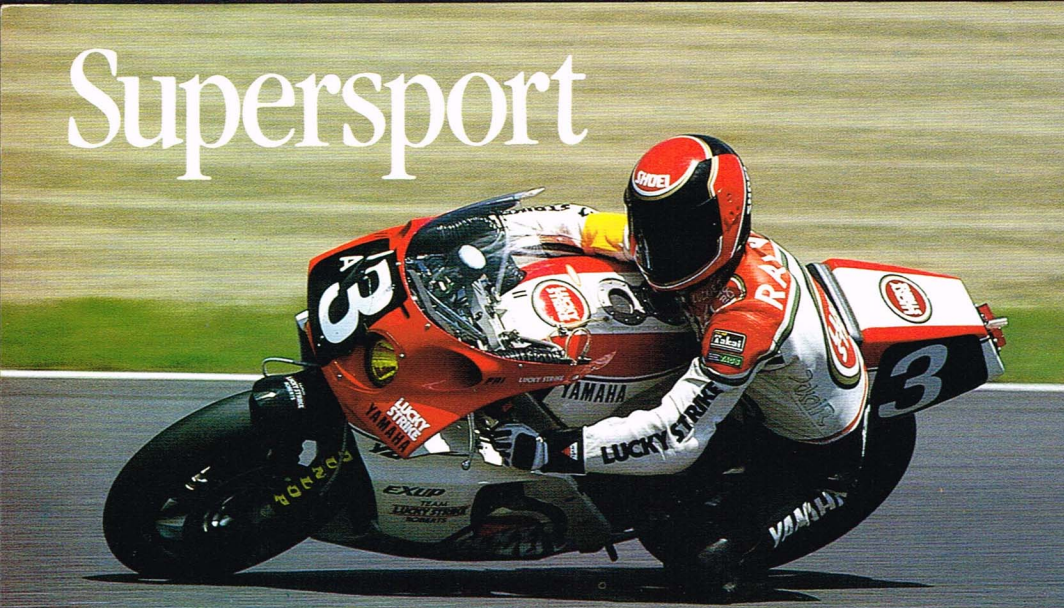
YPVS (YAMAHA POWER VALVE SYSTEM)

By changing exhaust port timing in Yamaha 2-stroke engines, the microcomputer controlled YPVS gives the rider the best of both worlds, offering low end torque combined with high speed performance — characteristics previously considered impossible from a high performance 2-stroke motor.



THE YAMAHA ADVANTAGE

Supersport



FZR1000

NEW



FZR1000 — A Sporting Rider's Dream Come True.

The FZR1000 has already established itself as the far away leader in terms of two wheeled technology. For 1989 it will even be more advanced.

Featuring an improved engine in a totally re-designed aluminium Deltabox frame, the FZR1000 is now even more powerful, more compact and more refined.

The 5-valve, DOHC, slant-block engine with liquid cooling and transistorised digital ignition now displaces 1,002cc for more power and torque. Engine output is further increased with higher compression, a re-designed combustion chamber and ports, bigger carburettors, new pistons and rings, and the remarkable EXUP exhaust control system. It is also much more compact, thanks to a shorter camshaft case.

The aluminium Deltabox frame is all new. It now utilises the engine as a stressed member. Extra-strong front forks, newly designed Monocross rear suspension, hollow-spoke alloy wheels, triple disc brakes and wide radial tyres are just some of the added features.

Power, handling and the latest 4-stroke technology make the FZR1000 the most balanced performer in the superbike world.

OW01 FZR750R

NEW



OW01 (FZR750R) — Need We Say More?

The OW01 is a limited-production version of our YZF750 factory road racer. While it is fully street legal, its production numbers and specifications qualify it for homologation in FIM superbike racing. This is not a machine for amateurs — this is the real thing!

Featuring a newly designed, 749cc, DOHC, 5-valve, slant-block engine with liquid and oil cooling and EXUP, the OW01 has the kind of power racers expect from a superbike. This short-stroke engine with downdraft carburettors uses a newly designed combustion chamber and lightweight pistons and rings for superior efficiency at very high rpm. An optional racing kit boosts power to World Championship levels.

The engine is now a stressed member in our new ultra light and high rigidity Deltabox aluminium frame. Handling is racetrack precise. The fully adjustable front and rear suspension allows riders to tailor suspension performance and ride height for every track.

The OW01 — Get on one, or get behind one!



FZR600

NEW



FZR600 — The Middleweight Genesis Is Born.

Sure to establish itself as leader of the popular 600cc class both as a road machine and production racer, the new Yamaha FZR600 is the latest addition to the highly successful Genesis range.

It's powered by a 599cc, 4-cylinder, 16-valve, slant-block engine with liquid cooling, flat-slide downdraft carburetors, and a 6-speed gearbox. Featuring short-skirt pistons, very thin rings, chrome-alloy steel connecting rods, and a transistorised ignition with digital advance, its high rpm reliability and performance will set new standards in the 600cc supersports class.

Computer designed for maximum weight efficiency, the steel Deltabox frame gives high rigidity for optimum handling on the road or track. It is as strong as the aluminium frames.

Triple disc brakes, hollow-spoke alloy wheels and an aerodynamic full fairing with FAI (Fresh Air Intake) complete the package. Its power, styling and lightest weight in its class make it the best balanced high-tech machine on the market today.

The FZR600 — Think of it as a younger brother of the FZR1000.



FZ750

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel four-cylinder Genesis engine • Frame-mounted aerodynamic full fairing • Triple drilled-disc brakes • Transistorised ignition with digital timing advance • Rising-rate Monocross suspension • 4-into-1 exhaust system



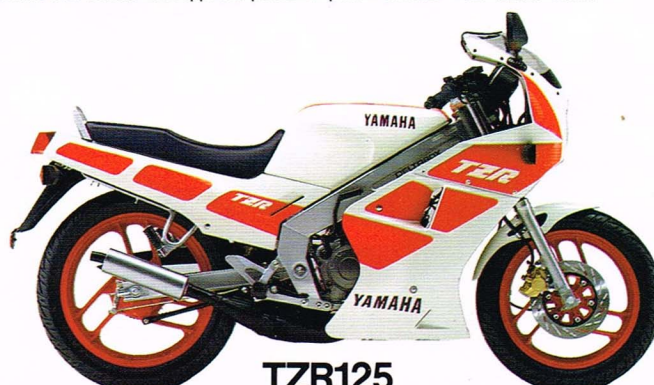
RD350F

- 2-stroke, liquid-cooled, parallel twin-cylinder engine • Aerodynamic full fairing • Yamaha Power Valve System • Expansion-chamber exhaust with racing-style silencers • Rising-rate Monocross suspension • Triple slotted-disc brakes with opposed-piston calipers • Tubular "wide cradle" frame



TZR250

- 2-stroke, liquid-cooled, parallel twin-cylinder engine • Crankcase reed-valve induction and Yamaha Power Valve System • Aluminium Deltabox frame • Aerodynamic full fairing • Rising-rate Monocross suspension • Floating-disc front brake with 4-pot opposed-piston caliper • Hollow-spoke alloy wheels and low-profile tyres



TZR125

- 2-stroke, liquid-cooled, single-cylinder engine • Crankcase reed-valve induction and Yamaha Energy Induction System • Deltabox frame • Monocross suspension • Front disc brake with opposed-piston caliper • A full fairing is available as an option • 12 bhp

Adventure Sport



XTZ750 SUPER TÉNÉRÉ



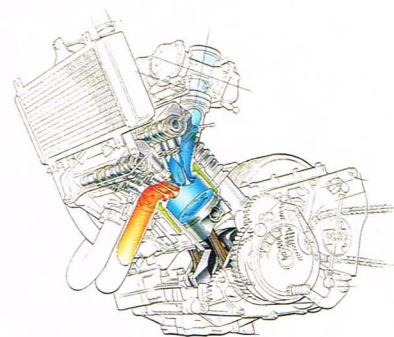
**In The Desert Or On The Highway,
The Super Ténéré Is Your Ticket To
Adventure.**

Adventure Sport touring will never be the same again. The Super Ténéré can not only cruise at high speed in comfort, it can also take you where there are no roads. Styled after the Paris-Dakar racing machines and powered by an all-new parallel twin engine, the XTZ750 has the power and chassis to realise your wildest dreams.

The 750cc, 4-stroke, DOHC, 5-valve, parallel twin-cylinder Genesis engine with liquid cooling and slant-block design puts out high power and torque. Remarkably compact and lightweight, the engine uses dual balancer shafts for maximum smoothness and a transistor-controlled digital ignition for maintenance-free timing. High-powered torque for off-road riding and high-speed smoothness for eating up the open road miles — this engine is something special. It also brings a lower centre of gravity and centralised mass for superb handling.

The chassis is just as tough. The double-cradle frame is made of high tensile steel. Extra-strong front forks, a rising-rate Monocross rear suspension, wide tyres and a double disc brake make the Super Ténéré complete to handle the roughest terrain.

The XTZ750 Super Ténéré. It is a dream machine for those who dream of real Adventure Sport.



**XT600Z
TÉNÉRÉ**

- 4-stroke, SOHC 4 valve, single-cylinder engine • Electric starting • Front and rear drilled-disc brakes
- Tank-mounted fairing with dual headlights • 41mm front forks and rising-rate Monocross suspension
- Dry-sump lubrication with oil cooler • Yamaha Duo Intake System



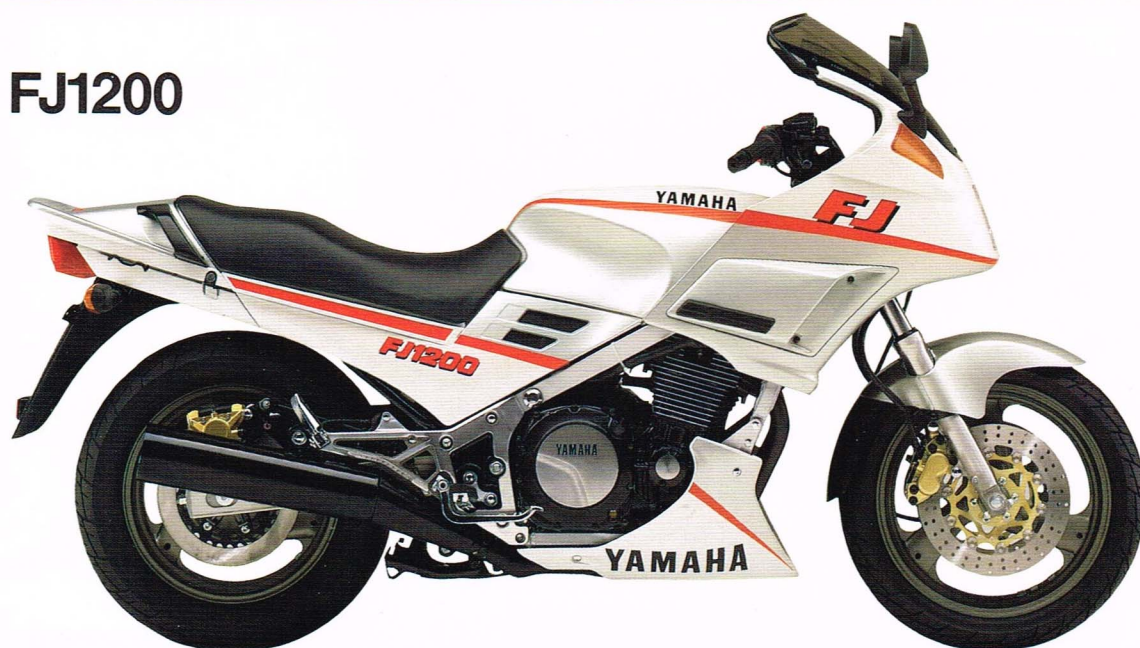
XT350

- 4-stroke, DOHC 4 valve, single-cylinder engine • Front drilled disc brake • Air-assisted front forks
- Rising-rate Monocross suspension with damping-adjustable shock absorber • Aluminium wheel rims
- Yamaha Duo Intake System

Sport & Touring



FJ1200



High-Performance Touring from The Leader of The Pack — The FJ1200.

Not without reason has the FJ1200 become the standard by which other sport tourers are judged. Its big, powerful engine, perimeter "lateral" frame and highly refined fairing have made it most imitated sports touring machine in the world.

Powered by a 1,188cc, DOHC, 4-valve engine with an oil cooler and transistor-controlled ignition, the FJ1200 has plenty of smooth power for long-distance high-speed touring.

The suspension is just as advanced. Flex-resistant front forks and rising-rate Monocross rear suspension offer excellent high-speed cornering ability. Triple disc brakes, cast-alloy wheels and wide tyres give reliable stopping power and sure grip.

A sculptured seat, moulded fuel tank with flush-fitting cap and aerodynamic fairing reduce fatigue on long-distance rides. A tall and wide windscreen completes the rider's comfort.

The FJ1200 — Sport touring has never been more elegant and more exciting.

XJ900F



- 4-stroke, DOHC, parallel four-cylinder engine
- Dual slotted-disc front and ventilated-disc rear brakes with opposed-piston calipers
- Shaft drive
- Streamlined head fairing and engine undercowl
- Tubular double-cradle frame
- Standard-equipment oil cooler
- A full fairing is available as an option

XJ600



- 4-stroke, DOHC, parallel four-cylinder engine
- Triple slotted-disc brakes with opposed-piston calipers
- Rising-rate Monocross suspension
- Transistorised ignition with electronic ignition timing advance
- Streamlined head fairing and engine undercowl
- Tubular double-cradle frame

Sport & Boulevard



XV1100



The XV1100 — Built with The Highest Technology: The Human Hand.

Attention to detail. That's what the XV1100 is all about. Deep paint. Thick chrome. And large capacity V-twin power. It takes time to build a motorcycle like this.

For 1989 the XV1100 is even better. The SOHC, air-cooled engine now displaces 1,063cc for even more power and torque. Throttle response is improved with new flat-slide Mikuni BST40 carburetors. And servicing is just as easy as ever, thanks to maintenance-free electronic ignition, self-adjusting cam chain tensioners and quiet, reliable shaft drive.

We've improved the seating position. Higher grip ends and forward-mounted aluminium footrests greatly increase that open road freedom feeling. And the new, wider seat is very comfortable. The hand-painted teardrop tank, cast wheels, fat rear tyre and massive front disc brakes give this "custom" an unmistakable American look. The finish is truly magnificent.

The XV1100. Only the human hand could make it so elegantly simple.



XV535

XV535 — Simplicity with Sophistication.

With its classic American custom lines, the Yamaha XV535 is aimed at riders looking for the simplicity of the well proven V-twin design combined with the handling advantages of a middleweight.

Powered by a beautifully finished 535cc air-cooled V-twin motor fed by dual downdraft carburetors, the XV535 produces plenty of bottom end torque for effortless cruising, combined with sporty top end performance.

Punch the starter button and you'll hear its unmistakably throaty rumble, emphasising the machine's custom image. For ease of maintenance and reliability, shaft drive and transistorised ignition are featured.

From the 19-inch spoked front wheel to the fat 15-incher at the rear, the XV535 is a stunning example of the motorcycle as art. The sleek teardrop tank now contains a bigger fuel capacity of 13.5 litres. The flat bars and staggered over-and-under pipes are beautifully finished. And the plush seat is low and elegantly sculptured so you can keep both feet firmly on the ground.

Yamaha XV535 — Everything else in its class is now outclassed.



FZX750

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel four-cylinder engine
- Double-cradle frame fabricated in box-section tubes
- Dual slotted-disc front and ventilated-disc rear brakes with opposed-piston calipers
- Cast-alloy "dished" wheels and low-profile tyres
- Box-section swinging arm and De Carbon-type "internal spring" shock absorbers

All Terrain Sport



TDR



Yamaha TDR — A New Machine for A New Generation.

High performance. Style. Dual purpose capability. Yamaha's trend-setting TDR has them all!

Producing high performance throughout the whole rev range, the TDR's 249cc liquid-cooled twin-cylinder two-stroke engine is virtually identical to the TZR250's powerplant.

Featuring YPVS for maximum torque and incredible top end performance, the TDR motor is housed in the latest dual purpose lightweight double cradle frame with large diameter front forks and Monocross rear suspension for predictable on and off road handling. There's even a digitally controlled ignition system for exact spark timing and immediate throttle response.

With powerful disc brakes front and rear, dual purpose tyres and the very latest styling, the Yamaha TDR creates a new class of motorcycling for a new generation of riders.

TDR. It's fun, fun, fun.



DT125R

DT125R. Fun Around The Town — Excitement in The Dirt.

The DT125R not only looks like a YZ motocrosser, it has many YZ features. A powerful, 2-stroke, liquid-cooled engine with crankcase reed-valve induction for maximum output. Electronic ignition, a 6-speed gearbox. A light and sturdy semi double-cradle frame. And front and rear hydraulic disc brakes. In spite of its high-speed potential, YPVS makes it easy to ride at slower speeds. The sturdy front forks and advanced Monocross rear suspension smooth out rough terrain quite easily.

The DT125R. Ride slow and have fun. Ride fast and leave the other 125s far behind.



DT50MX

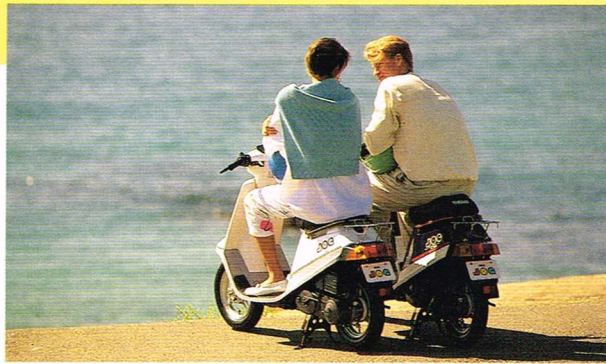
• 2-stroke, Torque Induction, single-cylinder engine • Monocross rear suspension • Autolube oil injection system • 5-speed transmission • Sporty headlamp cowl



TY80

• 2-stroke, Torque Induction, single-cylinder engine • Monocross rear suspension • Autolube rear suspension • 5-speed transmission • Front and rear sealed drum brakes • Headlight fairing

Commuters, Mopeds & Fun Bikes



RXS100



- 2-stroke, Torque Induction, single-cylinder engine
- Yamaha Energy Induction System
- Capacitor discharge ignition (CDI)
- 5-speed transmission
- Autolube oil injection system

YB100



- 2-stroke, rotary valve, single-cylinder engine
- 4-speed transmission
- Enclosed drive chain
- Autolube oil injection system
- Front and rear sealed drum brakes

T80



- 4-stroke, SOHC, single-cylinder engine
- Shaft drive
- 4-speed transmission with automatic centrifugal clutch
- Capacitor discharge ignition (CDI)
- Easy-to-read instrument panel with electric fuel gauge
- Large legshield and dual seat



CG50 JOG

- 2-stroke, Torque Induction, single-cylinder engine • Electric starting • V-belt automatic transmission
- Easy-to-read instrument panel with electric fuel gauge • Capacitor discharge ignition (CDI) • Autolube oil injection system



FS1

- 2-stroke, rotary-disc valve, single-cylinder engine • 4-speed transmission • Telescopic front forks and swinging arm rear suspension • Dual seat • Front and rear sealed drum brakes • Autolube oil injection system



PW80

- 2-stroke, Torque Induction, single-cylinder engine • 3-speed transmission with automatic centrifugal clutch • Monocross rear suspension • Capacitor discharge ignition (CDI) • Autolube oil injection system



QT50

- 2-stroke, Torque Induction, single-cylinder engine • Automatic transmission • Shaft drive • Front basket and rear luggage rack • Capacitor discharge ignition (CDI) • Autolube oil injection system



PW50

- 2-stroke, Torque Induction, single-cylinder engine • Automatic transmission • Shaft drive • Autolube oil injection system

SPECIFICATIONS

	Engine type	Displacement	Bore & stroke	Max. power (DIN)	Max. torque (DIN)	Lubrication	Starter	Fuel tank capacity	Transmission · final drive	Overall length/width/height	Wheelbase	Min. ground clearance	Dry weight	Suspension (front · rear)	Brakes (front · rear)	Tires (front · rear)
FZR1000	4-stroke, liquid-cooled, DOHC 5 valve, parallel four cylinder	1,002 cc	75.5 × 56.0 mm	—	—	Wet sump	Electric	19.0 lit.	5-speed · chain	2,200/730/1,160 mm	1,460 mm	135 mm	209.0 kg	Telescopic forks · Monocross	Dual discs · disc	130/60VR17 V280 · 170/60VR17 V280
OW01 (FZR750R)	4-stroke, liquid-cooled, DOHC 5 valve, parallel four cylinder	749 cc	72.0 × 46.0 mm	—	—	Wet sump	Electric	20.0 lit.	6-speed · chain	2,100/670/1,135 mm	1,445 mm	120 mm	176.0 kg	Telescopic forks · Monocross	Dual discs · disc	120/70ZR17 · 170/60ZR17
FZR600	4-stroke, liquid-cooled, DOHC 4 valve, parallel four cylinder	599 cc	59.0 × 54.8 mm	91.0 PS (67.1 kW) @10,500 rpm	6.7 kg-m (65.6 Nm) @8,500 rpm	Wet sump	Electric	18.0 lit.	6-speed · chain	2,165/700/1,160 mm	1,420 mm	135 mm	179.0 kg	Telescopic forks · Monocross	Dual discs · disc	110/70V17 V240 · 130/70V18 V240
FZ750	4-stroke, liquid-cooled, DOHC 5 valve, parallel four cylinder	749 cc	68.0 × 51.6 mm	107.0 PS (78.7 kW) @10,500 rpm	8.0 kg-m (78.8 Nm) @8,250 rpm	Wet sump	Electric	21.0 lit.	6-speed · chain	2,235/755/1,200 mm	1,490 mm	145 mm	208.0 kg	Telescopic forks · Monocross	Dual discs · disc	120/70V17 V250 · 140/70V18 V250
RD350F	2-stroke, liquid-cooled, Torque induction, parallel twin cylinder	347 cc	64.0 × 54.0 mm	63.0 PS (46.3 kW) @9,000 rpm	5.0 kg-m (49.1 Nm) @9,000 rpm	Autolube	Kick	17.0 lit.	6-speed · chain	2,095/700/1,190 mm	1,385 mm	165 mm	141.0 kg	Telescopic forks · Monocross	Dual discs · disc	90/90-18 51H · 110/80-18 58H
TZR250	2-stroke, liquid-cooled, crankcase reed-valve, parallel twin cylinder	249 cc	56.4 × 50.0 mm	50.3 PS (37.0 kW) @10,000 rpm	3.6 kg-m (35.3 Nm) @9,750 rpm	Autolube	Kick	16.0 lit.	6-speed · chain	2,055/660/1,135 mm	1,375 mm	135 mm	128.0 kg	Telescopic forks · Monocross	Dual discs · disc	100/80-17 52H · 120/80-17 61H
TZR125	2-stroke, liquid-cooled, crankcase reed-valve, single cylinder	124 cc	56.4 × 50.0 mm	12.2 PS (9.0 kW) @7,500 rpm	1.2 kg-m (12.1 Nm) @7,000 rpm	Autolube	Kick	12.0 lit.	6-speed · chain	2,020/695/1,100 mm	1,340 mm	135 mm	108.0 kg	Telescopic forks · Monocross	Disc · drum	90/90-16 48P · 100/90-18 56P
XTZ750 Super Ténéré	4-stroke, liquid-cooled, DOHC 5 valve, parallel twin cylinder	749 cc	87.0 × 63.0 mm	—	—	Dry sump	Electric	26.0 lit.	5-speed · chain	2,325/815/1,370 mm	1,515 mm	240 mm	195.0 kg	Telescopic forks · Monocross	Dual discs · disc	90/90-21 · 140/80-17
XT600Z Ténéré	4-stroke, SOHC 4 valve, single cylinder	595 cc	95.0 × 84.0 mm	46.0 PS (33.8 kW) @6,500 rpm	5.2 kg-m (51.0 Nm) @6,000 rpm	Dry sump	Electric	23.0 lit.	5-speed · chain	2,210/835/1,340 mm	1,460 mm	255 mm	165.0 kg	Telescopic forks · Monocross	Disc · disc	3.00S21-4PR · 120/80-18 62S
XT350	4-stroke, DOHC 4 valve, single cylinder	346 cc	86.0 × 59.6 mm	31.0 PS (22.8 kW) @7,500 rpm	3.0 kg-m (29.5 Nm) @7,000 rpm	Wet sump	Kick	12.0 lit.	6-speed · chain	2,210/865/1,210 mm	1,420 mm	275 mm	120.0 kg	Telescopic forks · Monocross	Disc · drum	3.00-21-4PR · 110/80-18 58P
FJ1200	4-stroke, DOHC 4 valve, parallel four cylinder	1,188 cc	77.0 × 63.8 mm	—	—	Wet sump	Electric	22.0 lit.	5-speed · chain	2,230/775/1,245 mm	1,490 mm	140 mm	238.0 kg	Telescopic forks · Monocross	Dual discs · disc	120/70V17 · 150/80V16
XJ900F	4-stroke, DOHC 2 valve, parallel four cylinder	891 cc	68.5 × 60.5 mm	98.0 PS (72.1 kW) @9,000 rpm	8.3 kg-m (81.3 Nm) @7,000 rpm	Wet sump	Electric	22.0 lit.	5-speed · shaft	2,215/735/1,245 mm	1,480 mm	145 mm	218.0 kg	Telescopic forks · swinging arm	Dual discs · disc	100/90V18 · 120/90V18
XJ600	4-stroke, DOHC 2 valve, parallel four cylinder	598.8 cc	58.5 × 55.7 mm	72.0 PS (53.0 kW) @10,000 rpm	5.3 kg-m (52.0 Nm) @9,000 rpm	Wet sump	Electric	19.0 lit.	6-speed · chain	2,145/745/1,225 mm	1,430 mm	140 mm	188.0 kg	Telescopic forks · Monocross	Dual discs · disc	90/90-18 51H · 110/90-18 61H
XV1100	4-stroke, SOHC 2 valve, V-twin cylinder	1,063 cc	95.0 × 75.0 mm	61.7 PS (45.5 kW) @6,000 rpm	8.7 kg-m (85.1 Nm) @3,000 rpm	Wet sump	Electric	16.8 lit.	5-speed · shaft	2,285/840/1,190 mm	1,525 mm	145 mm	221.0 kg	Telescopic forks · swinging arm	Dual discs · drum	100/90-19 57H · 140/90-15M/C 70H
FZX750	4-stroke, liquid-cooled, DOHC 5 valve, parallel four cylinder	749 cc	68.0 × 51.6 mm	94.0 PS (64.5 kW) @9,500 rpm	7.8 kg-m (76.5 Nm) @8,000 rpm	Wet sump	Electric	13.0 lit.	6-speed · chain	2,245/785/1,110 mm	1,525 mm	150 mm	204.0 kg	Telescopic forks · swinging arm	Dual discs · disc	110/90V16 · 140/90V15
XV535	4-stroke, SOHC 2 valve, V-twin cylinder	535 cc	76.0 × 59.0 mm	46.2 PS (34.0 kW) @7,500 rpm	4.8 kg-m (47.0 Nm) @6,000 rpm	Wet sump	Electric	8.6 lit.	5-speed · shaft	2,285/810/1,110 mm	1,520 mm	160 mm	178.0 kg	Telescopic forks · swinging arm	Disc · drum	3.00S19-4PR · 140/90-15 70S
TDR	2-stroke, liquid-cooled, crankcase reed-valve, parallel twin cylinder	249 cc	56.4 × 50.0 mm	50.3 PS (37.0 kW) @10,000 rpm	3.7 kg-m (36.3 Nm) @8,500 rpm	Autolube	Kick	14.0 lit.	6-speed · chain	2,145/785/1,215 mm	1,385 mm	230 mm	137.0 kg	Telescopic forks · Monocross	Disc · disc	100/90-18 56H · 120/80-17 61H
DT125R	2-stroke, liquid-cooled, crankcase reed-valve, single cylinder	124 cc	56.4 × 50.0 mm	12.2 PS (9.0 kW) @6,500 rpm	1.4 kg-m (13.7 Nm) @6,000 rpm	Autolube	Kick	10.0 lit.	6-speed · chain	2,160/830/1,255 mm	1,415 mm	315 mm	108.0 kg	Telescopic forks · Monocross	Disc · disc	2.75-21-4PR · 4.10-18-4PR
DT50MX	2-stroke, Torque induction, single cylinder	49 cc	40.0 × 39.7 mm	2.9 PS (2.1 kW) @5,500 rpm	0.4 kg-m (3.9 Nm) @3,500 rpm	Autolube	Kick	8.5 lit.	5-speed · chain	2,090/835/1,130 mm	1,280 mm	260 mm	81.0 kg	Telescopic forks · Monocross	Drum · drum	2.50-21-4PR · 3.00-18-4PR
RXS100	2-stroke, Torque induction, single cylinder	98 cc	50.0 × 50.0 mm	12.2 PS (9.0 kW) @8,500 rpm	1.1 kg-m (10.5 Nm) @8,000 rpm	Autolube	Kick	9.0 lit.	5-speed · chain	1,910/730/1,040 mm	1,240 mm	150 mm	94.0 kg	Telescopic forks · swinging arm	Drum · drum	2.75-18-4PR · 3.00-18-4PR
YB100	2-stroke, rotary disc valve, single cylinder	97 cc	52.0 × 45.6 mm	9.8 PS (7.2 kW) @8,000 rpm	0.89 kg-m (8.7 Nm) @5,500 rpm	Autolube	Kick	8.6 lit.	4-speed · chain	1,850/735/1,035 mm	1,180 mm	140 mm	84.0 kg	Telescopic forks · Bottom link	Drum · drum	2.50-18-4PR · 2.50-18-4PR
T80	4-stroke, SOHC 2 valve, single cylinder	79 cc	47.0 × 45.6 mm	6.5 PS (4.8 kW) @7,500 rpm	0.63 kg-m (6.2 Nm) @7,000 rpm	Wet sump	Kick	5.0 lit.	4-speed · shaft	1,860/670/1,050 mm	1,180 mm	130 mm	81.0 kg	Telescopic forks · swinging arm	Drum · drum	2.50-17-4PR · 2.50-17-6PR
QT50	2-stroke, Torque induction, single cylinder	49 cc	40.0 × 39.2 mm	2.3 PS (1.7 kW) @5,500 rpm	0.37 kg-m (3.6 Nm) @3,500 rpm	Autolube	Kick	2.3 lit.	Single-speed automatic · shaft	1,545/660/1,010 mm	1,050 mm	110 mm	45.0 kg	Telescopic forks · unit swingarm	Drum · drum	2.00-14-4PR · 2.25-14-4PR
FS1	2-stroke, rotary disc valve, single cylinder	49 cc	40.0 × 39.7 mm	2.95 PS (2.2 kW) @5,000 rpm	0.43 kg-m (4.2 Nm) @4,500 rpm	Autolube	Kick	9.0 lit.	4-speed · chain	1,770/750/1,015 mm	1,160 mm	145 mm	72.0 kg	Telescopic forks · swinging arm	Drum · drum	2.50-17-4PR · 2.50-17-4PR
CG50 JOG	2-stroke, Torque induction, single cylinder	49 cc	40.0 × 39.2 mm	3.9 PS (2.9 kW) @6,500 rpm	0.46 kg-m (4.5 Nm) @6,000 rpm	Autolube	Electric and kick	3.5 lit.	V-belt automatic · gear	1,610/625/985 mm	1,115 mm	95 mm	58.0 kg	Telescopic forks · unit swingarm	Drum · drum	3.00-10-4PR · 3.00-10-4PR
TY80	2-stroke, Torque induction, single cylinder	72 cc	47.0 × 42.0 mm	4.9 PS (3.6 kW) @6,000 rpm	0.61 kg-m (6.0 Nm) @5,500 rpm	Autolube	Kick	2.5 lit.	4-speed · chain	1,560/690/890 mm	1,025 mm	220 mm	54.0 kg	Telescopic forks · swinging arm	Drum · drum	2.50-16-4PR · 3.00-14-4PR
PW80	2-stroke, Torque induction, single cylinder	79 cc	47.0 × 45.6 mm	4.8 PS (3.5 kW) @5,500 rpm	0.64 kg-m (6.2 Nm) @5,000 rpm	Autolube	Kick	4.9 lit.	3-speed, centrifugal clutch · chain	1,540/640/880 mm	1,055 mm	185 mm	57.0 kg	Telescopic forks · Monocross	Drum · drum	2.50-14-4PR · 3.00-12-4PR
PW50	2-stroke, Torque induction, single cylinder	51 cc	40.8 × 39.2 mm	3.0 PS (2.2 kW) @5,500 rpm	0.43 kg-m (4.2 Nm) @4,500 rpm	Autolube	Kick	2.0 lit.	Single-speed automatic · shaft	1,245/575/715 mm	855 mm	105 mm	37.0 kg	Telescopic forks · unit swingarm	Drum · drum	2.50-10-4PR · 2.50-10-4PR

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Specifications and appearance of Yamaha products shown here may vary according to requirements and conditions, and are subject to change without notice. Most models are available in more colours. For further details, please consult your Yamaha dealer.