

'91 YAMAHA



NOW MORE

LOOKS...

Put yourself in our position. For years we've been building some of the finest motorcycles ever made. On road and off, these motorcycles have covered millions of miles, won countless races and provided enjoyment to untold thousands of people. The looks of these motorcycles are impressive. The technology even more so. So consider the goal we set for ourselves in 1991, to offer nothing less than the finest motorcycles Yamaha has ever made. Even more, the finest line-up of motorcycles offered by any manufacturer ever.

Now put yourself on a '91 Yamaha. You're enjoying not only the fruits of our past year's labour. You're enjoying the future of motorcycling as well. In every category, at every displacement, you'll find that Yamaha is changing the face of motorcycling for the better. This is true whether you're on a flagship model like our FZR1000, FJ1200 or XTZ660 Ténéré. Or whether you're astride the newest Yamaha. This year Yamaha introduces the TDM850. Quick, sleek and powerful, the TDM850 represents an entirely new breed of motorcycle. And one that's sure to convert many riders to big twin power.

Come, see if you don't agree that 1991 ushers in a new golden age of motorcycling. Now more than ever is the time to live free, and ride a Yamaha.



THAN EVER.



BRAINS...

It begins with technology. Today's motorcycles often do. Here's where the difference between ordinary and extraordinary takes shape in the minds of Yamaha engineers.

Years of original thinking have put Yamaha at the forefront of innovative motorcycle design. Revolutionary ideas that keep us laps ahead of the competition. Ideas like EXUP. Yamaha's Exhaust Ultimate Powervalue is really more of an exhaust throttle than an exhaust system. The Genesis concept, for its part, represents many years' effort to achieve a perfect balance between engine and chassis. The engine is canted forward to achieve a lower centre of gravity. More efficient weight distribution allows the rider to flick through corners with ease.

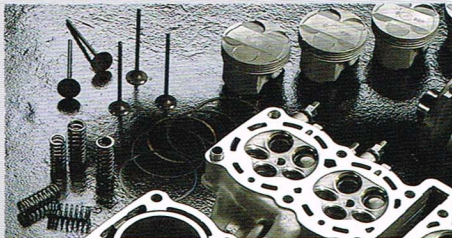
While the quest for better handling, speed and efficiency are reasons enough for a commitment to technology, Yamaha adds one more: a belief that the bike should conform to the rider. Never vice versa. Yamaha logs in thousands of hours at the computer and at the drafting table searching for the right ergonomic design. Then we spend even more time evaluating the responses from our test riders.

Many of today's best minds are at work in technology. And many of them are at work at Yamaha.



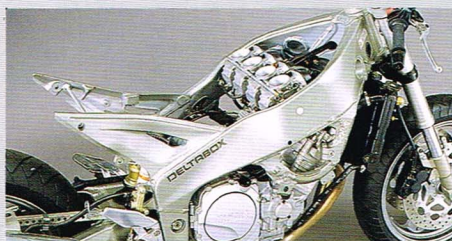
Genesis

The Genesis concept is a revolutionary new way to build motorcycles. It combines the engine and chassis into a synergistic motorcycle giving wonderfully balanced handling, excellent power characteristics and therefore incredible enjoyment.



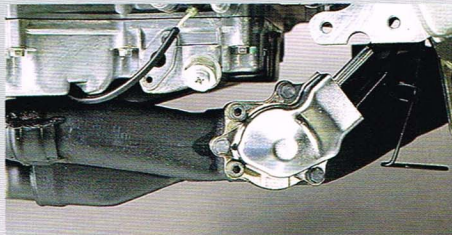
5-Valve Engines

These engines feature three intake valves and two exhaust valves. The result is a wide spread of smooth, torquey power. These engines are not only very powerful, they're also very exhilarating.



Deltabox Frame

This is the famous fabricated frame that has carried Yamaha road race machines to so many world championships. Light weight and exceedingly strong in order to reduce flexing, it gives wonderful stability and handling performance.



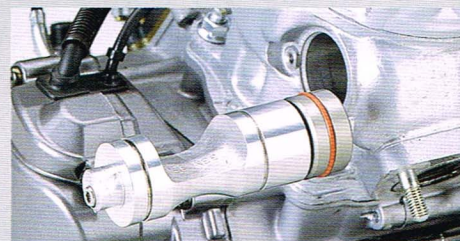
EXUP (Exhaust Ultimate Powervalue)

EXUP locates a valve driven by a microcomputer-controlled servomotor between the header pipes and silencer. The result is "tuned" exhaust performance regardless of rpm. Throttle response is fantastic and torque is increased at all rpm.



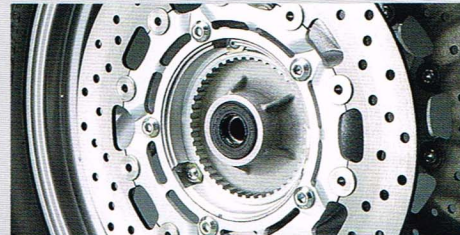
YDIS (Yamaha Duo Intake System)

The YDIS consists of two separate carburetors — a primary cable-operated unit and a secondary progressively-opening vacuum-operated unit. Used on our 4-stroke, single-cylinder engines, it provides instant pickup at low rpm and more top-end power.



YPVS (Yamaha Power Valve System)

Used on our 2-stroke machines, YPVS features a power valve located in the exhaust port which changes exhaust port timing in response to changes in rpm. It gives these engines lots of low-end and mid-range torque and high power at the top end.



ABS (Anti-lock Brake System)

During emergency braking, the Anti-lock Brake System controls wheel lockup and offers smooth braking without excessive lurching or pitching motions. Yamaha ABS features a compact design and self-diagnosis functions for added reliability.

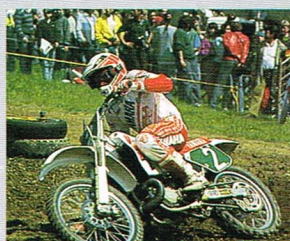
PERSONALITY.

We get some of our best ideas going over 250kph. And we've had some of the best road racers getting them. With names like Rainey. Sarron. Garriga. Cadalora.

The truth is, if you want to build a more advanced motorcycle, you have to seek its limits on the race-track. This is where you'll find much of the technology that will serve you later on the street. Technologies like EXUP, Genesis and the Deltabox frame were all originally conceived on the Grand Prix circuit. In fact, Yamaha has used them to win more World Championships than any of our rivals.

Off-road racing also provides countless discoveries. We race our machines in harsh terrain under intolerable conditions, aware that today's breakthrough could lead to tomorrow's breakthrough. It was here that we developed Yamaha's Monocross suspension — a system which transformed off- and on-road chassis design. Here, too, we pioneered the Yamaha Power Valve System (YPVS), recognized as the biggest leap forward in 2-stroke technology since the introduction of the reed valve.

At Yamaha, when we race it's with a head full of questions. The answers we then apply to our motorcycles.



YAMAHA. THE COMPLETE PACKAGE.



In every category of motorcycle, at every displacement, Yamaha is setting the standard. Or creating a new one.

To begin with, there's our FZR series. It debuted to critical acclaim in 1986. Since then the acclaim has reached a crescendo. New to the '91 FZR1000 is a revamped suspension system featuring upside-down front forks. A new upper cowling. New seat. New fender. New head- and tail-lights. And to wrap this wolf in appropriate wolf's clothing, new colours.

Unchanged is the rush that comes from riding the supersport enthusiast's motorcycle of choice.

With aerodynamics reminiscent of a supersport, Yamaha's FJ1200 this year completes its evolution into the ultimate sports tourer. ABS has been fitted on the FJ1200A. While rider and passenger comfort is addressed on all FJ1200s with a new upper fairing and screen for increased wind protection. A new engine mounting system reduces perceived vibration. And a new rear shock gives smoother action.

Yamaha's racing lineage shows in all of our motorcycles. On the FJ1200 it simply lies a little closer to the surface.

Living the Paris-Dakar adventure seems more reality than dream aboard the new generation XTZ660 Ténéré. Slim yet powerful, our dramatically new Ténéré is now more suitable for off-road riding courtesy of massive 43mm diameter front forks and a new rear damper. What's more, the Ténéré sports a torquey new 5-valve, liquid-cooled single-cylinder engine. Plus a new 2-pot caliper front disc brake. A radically new fuel tank. And a new windscreen.

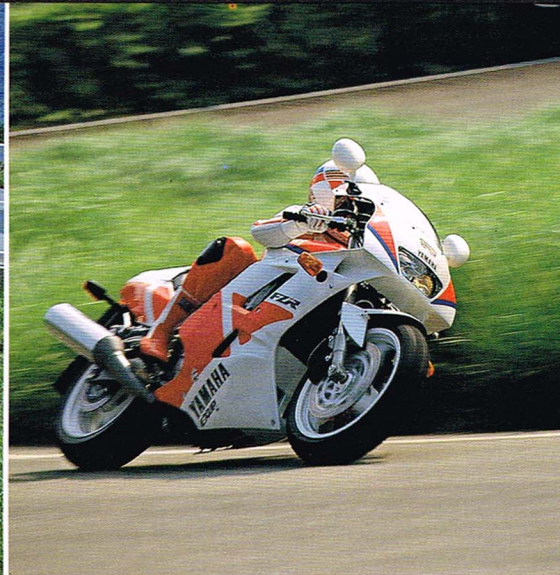
Dreams do come true on Europe's best-selling motorcycle.

Yamaha's TDM850 is a new bike conceived from memory. That is, the memory of the special feeling that comes over one while riding a true Big Twin motorcycle. The TDM850 will not be appreciated solely for nostalgia's sake, however. Its technology is too modern. Its styling even more so. Aggressive, mysterious, slightly forbidding, Yamaha's TDM850 challenges the rider to be as exciting and innovative as it is. It's a challenge many riders in the '90s will gladly accept.

A Twin indeed. But one of a kind as well.

These four flagship models reveal only a fraction of the excitement that comes with this year's Yamaha line-up. There is much more, for every rider at every level of experience. It's all part of Yamaha's drive to be the best. And to continue in our role as the pioneer company of motorcycling.

Supersport



Wayne Rainey and John Kocinski dominate Grand Prix road racing on Yamaha factory machines. And the same technology which puts them on the winners' rostrum is also available on Yamaha supersport machines. The Deltabox frame, Monocross rear suspension and YPVS — all were developed on the race-track. This is high performance like you've never experienced before. Ride a Yamaha and you'll know why our riders lead the pack. The Yamaha supersports — the most complete line of high-performance bikes in the world.



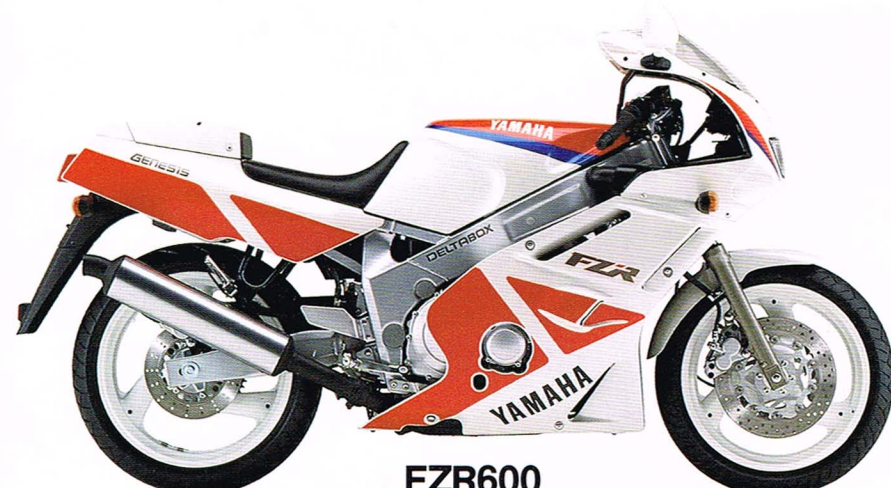
FZR1000

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel four-cylinder engine • EXUP • Liquid-cooled oil cooler and cartridge oil filter • New, high-rigidity upside-down front forks • Lightweight aluminium Deltabox frame and swinging arm • Triple disc brakes • Wide hollow-spoke alloy wheels and radial tyres • New slant-nose fairing with rectangular headlamp and FAI system



FZR750R OW01

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel four-cylinder engine • EXUP • Aluminium Deltabox frame and swinging arm • Damping- and preload-adjustable 43mm front forks • Monocross rear suspension with Öhlins racing shock absorber • Triple disc brakes • Hollow-spoke alloy wheels and Michelin radial tyres • Hand-laminated full fairing with FAI system • Transistorised digital ignition



FZR600

- 4-stroke, liquid-cooled, DOHC 4-valve, parallel four-cylinder engine • Liquid-cooled oil cooler and cartridge oil filter • Close-ratio 6-speed transmission • Light, rigid Deltabox frame • Monocross rear suspension with new Deltabox swinging arm • Dual floating-disc front and single disc rear brakes • Wide hollow-spoke alloy wheels and radial tyres • New slant-nose fairing with rectangular headlamp and FAI system



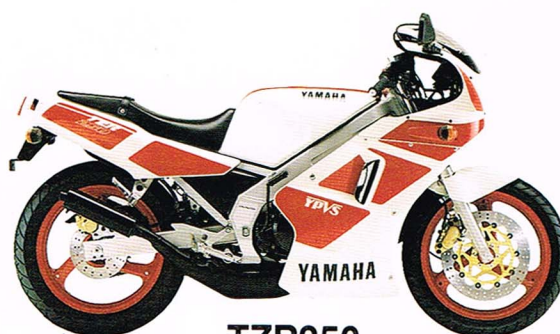
FZR400

- 4-stroke, liquid-cooled, DOHC 4-valve, parallel four-cylinder engine • EXUP • Aluminium Deltabox frame • Damping-adjustable front forks • Monocross rear suspension with aluminium Deltabox swinging arm • Triple disc brakes • Lightweight alloy wheels with low-profile radial tyres • Transistorised digital ignition • Pulse-tuned 4-into-1 exhaust system • Aerodynamic full fairing



RD350LCF

- 2-stroke, liquid-cooled, reed-valve, parallel twin-cylinder engine • Yamaha Power Valve System (YPVS) • Monocross rear 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 • Floating-disc front brake with 4-pot opposed-piston caliper



TZR125

- 2-stroke, liquid-cooled, single-cylinder engine • YEIS • Deltabox frame • Monocross rear suspension • Front and rear disc brakes • Hollow-spoke alloy wheels and low-profile tyres • Full aerodynamics sports

Adventure Sport



The world is out there, and waiting. Vast deserts. Mountain ranges. Plains extending as far as the eye can see. Go now. Yamaha adventure machines are ready. Ready to cruise at speed down highways or to make their way along great lengths of rutted dirt road. Their high-powered engines and advanced suspension systems have been thoroughly tested on some of the world's harshest terrain. So don't wait for adventure to find you. Find it yourself on a Yamaha.



XTZ660 Ténéré

- 4-stroke, liquid-cooled, SOHC 5-valve, single-cylinder engine
- Yamaha Duo Intake System (YDIS)
- Electric starting with automatic compression release
- Long-travel front forks with 43mm stanchions
- Monocross rear suspension with damping-adjustable Bilstein-type shock absorber
- Large front disc with 2-pot caliper and single disc rear brakes
- Aerodynamic fairing with rectangular headlamp



XTZ750 Super Ténéré

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel twin-cylinder engine
- Electric starting
- Dual gear-driven balancer shafts
- Mikuni BDST38 flat-slide downdraught carburetors
- Massive 43mm front forks
- Monocross rear suspension with Deltabox swinging arm
- Triple disc brakes
- Transistorised digital ignition
- Head fairing with FAI system
- 26-litre fuel tank



XT600E

- 4-stroke, SOHC 4-valve, single-cylinder engine
- Electric starting
- Yamaha Duo Intake System (YDIS)
- Dry-sump lubrication with in-the-frame oil tank
- 41mm front forks
- Monocross rear suspension with Bilstein-type shock absorber
- Front and rear disc brakes
- Integrated headlamp cowl/front fender with air scoop



XT350

- 4-stroke, DOHC 4-valve, single-cylinder engine
- Front disc brake
- Air-assisted front forks
- Monocross rear suspension with damping-adjustable shock absorber
- Lightweight aluminium wheel rims
- Yamaha Duo Intake System (YDIS)
- 6-speed transmission

New Sports



There's something about being among the first people to try something. A new sport, say. Or a new kind of motorcycle. This year Yamaha initiates the New Sports class, and with it a new way of appreciating motorcycles. The TDM850 is as at home in the city as it is on the highway. It looks good idling along the beachfront. Or slicing over a mountain road. Ultimately you'll wonder whether this bike is more beautiful than versatile, or vice versa. Take your time deciding. The TDM850 is going to be around for a long time.

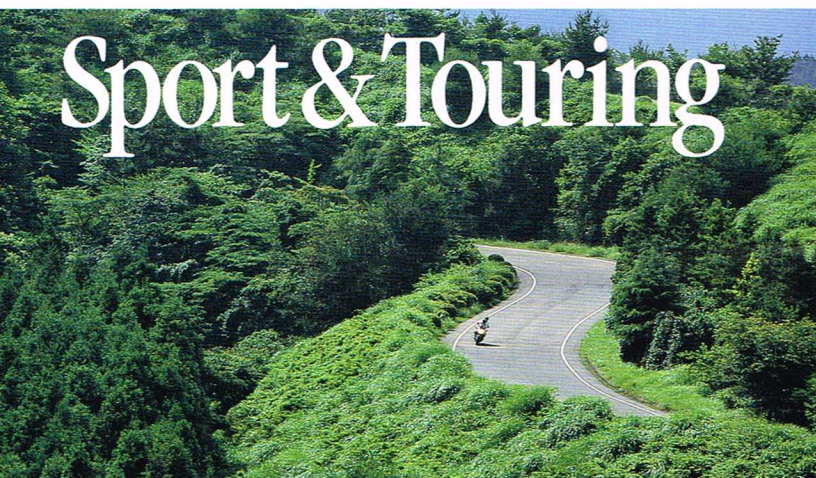
TDM850

- 849cc 4-stroke, liquid-cooled, DOHC 5-valve, parallel twin-cylinder engine
- Deltabox frame
- Long-travel front forks with 41mm stanchions
- Monocross rear suspension with box-section swinging arm and De Carbon-type shock absorber

- Triple disc brakes
- Modern styling and intermediate riding position
- Dry-sump lubrication
- Transistorised digital ignition



Sport & Touring



There comes a time when you have to get away . . . from work, from the humdrum, from the everyday routine. Climb on a Yamaha and go. And take along something extra. Confidence. The kind of confidence that Yamaha reliability and high performance bring. Our advanced sport and touring machines make every ride memorable. Whether you're crossing continents or simply crossing town lines, Yamaha has the sport and touring bike for you.



FJ1200A

- 4-stroke, DOHC 4-valve, parallel four-cylinder engine
- Yamaha Anti-lock Brake System (ABS)
- Perimeter 'lateral' frame with new 'orthogonal' engine mounting
- Redesigned upper fairing with 'Aeroscreen' and rectangular headlamp
- 41mm front forks
- Monocross rear suspension with longer-stroke De Carbon-type shock absorber
- Triple disc brakes
- Transistorised digital ignition



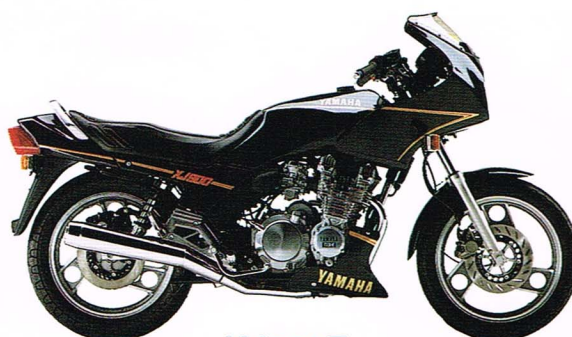
FJ1200

- 4-stroke, DOHC 4-valve, parallel four-cylinder engine
- Perimeter 'lateral' frame with new 'orthogonal' engine mounting
- Redesigned upper fairing with 'Aeroscreen' and rectangular headlamp
- Massive 41mm front forks
- Monocross rear suspension with longer-stroke De Carbon-type shock absorber
- Triple disc brakes
- Transistorised digital ignition



FZ750

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel four-cylinder engine
- Aerodynamic full fairing
- Transistorised digital ignition
- Monocross suspension
- 4-into-1 exhaust system



XJ900F

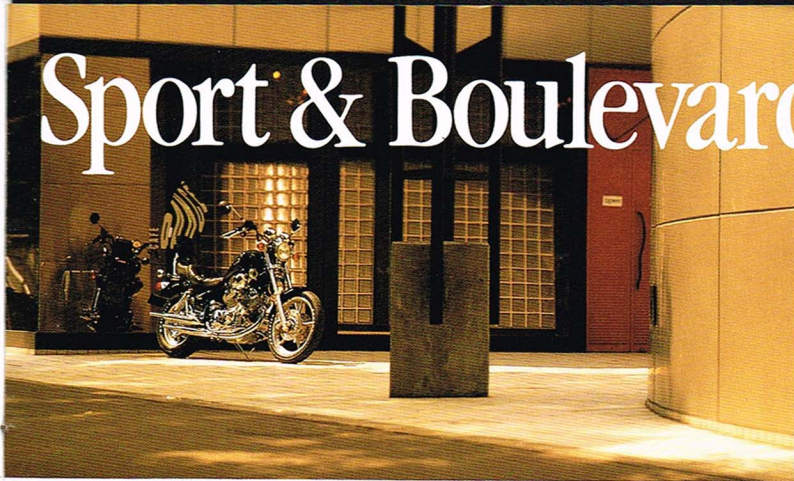
- 4-stroke, DOHC, parallel four-cylinder engine
- Dual slotted-disc front and ventilated-disc rear brakes with opposed-piston calipers
- Enclosed shaft drive



XJ600

- 4-stroke, DOHC, parallel four-cylinder engine
- Triple slotted-disc brakes with opposed-piston calipers
- Monocross rear suspension
- Transistorised digital ignition

Sport & Boulevard



There's nothing quite like a Yamaha cruiser. Low-rpm power from torque, responsive, maintenance-free engines. Rich layers of deep paint and sparkling chrome. Classic styling that always draws a crowd. What's the hurry? Slow down and let people have a good look. Whether cruising down the highway or promenading on the street, Yamaha cruisers have what you've been waiting for, and more.



V-MAX

- 4-stroke, liquid-cooled, DOHC 4-valve V-four engine
- Triple ventilated disc brakes with opposed-piston calipers
- Alloy 'dished' wheels and extra-wide rear tyre
- Four Mikuni BDS35 downdraught carburettors
- Enclosed shaft drive
- Tubular double-cradle frame
- Transistorised ignition



XV1100

- 4-stroke, air-cooled, SOHC V-twin engine
- Mikuni BST40 semi flat-slide carburettors
- Damping-adjustable rear shock absorbers
- Dual slotted-disc front brakes
- Enclosed shaft drive
- Low, comfortable seat with passenger backrest
- Hand-painted fuel tank
- Chromed dual exhaust pipes
- Transistorised ignition



XV535

- 4-stroke, air-cooled, SOHC V-twin engine
- Mikuni BDS34 downdraught carburettors
- Enclosed shaft drive
- Front disc brake
- 13.5-litre fuel capacity
- Chromed dual exhaust pipes
- Low, comfortable seat
- 19-inch front and 15-inch rear spoked wheels
- Transistorised ignition
- High-bar kit is optional extra



SR125

- 4-stroke, SOHC, single-cylinder engine
- Electric starting
- Low, comfortable seat
- Enclosed drive chain
- Easy-to-read instrument panel
- CD ignition

All Terrain Sport



Ever spotted a dirt path and wondered where it led? Or seen a mountain peak and pondered how to get there? Yamaha lightweight, all-terrain machines can take you there, and beyond. Their responsive engines power through sand and over hills. Long-travel front forks and racing-calibre rear suspensions give precise control and a comfortable ride. And when you must return to civilisation, they take to the streets with style.



TDR

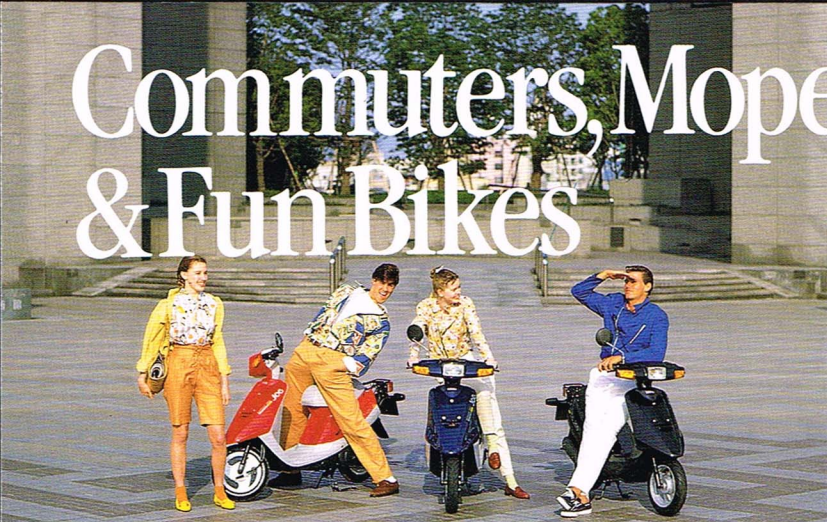
- 2-stroke, liquid-cooled, parallel twin-cylinder engine
- Crankcase reed-valve induction and Yamaha Power Valve System
- Mikuni TM28SS flat-slide carburettors
- 6-speed transmission
- Monocross rear suspension
- Front and rear disc brakes
- Tank-mounted fairing
- CD ignition



DT125R

- 2-stroke, liquid-cooled, Torque Induction, single-cylinder engine
- Front disc brake
- Monocross rear suspension
- CD ignition
- Yamaha Energy Induction System
- Autolube oil injection system

Commuters, Mopeds & Fun Bikes



With a Yamaha you needn't be rich to travel in style. Our ultramodern scooters, mopeds and lightweight motorcycles are both economical and fun to ride. Many offer automatic transmission and electric start. So you just push a button and go. Their manoeuvrability and compact size let you slip through city traffic, and always find parking. While their low-maintenance features keep you on the road and out of the garage, Yamaha's small bikes are practical, yes. They're also a more fun way to travel between points A through Z.



RXS100

- 2-stroke, Torque Induction, single-cylinder engine • Yamaha Energy Induction System (YEIS)
- 5-speed transmission • CD ignition • 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 • Enclosed shaft drive • 4-speed transmission with automatic centrifugal clutch • CD ignition • Easy-to-read instrument panel with electric fuel gauge • Large legshields and dual seat



CW50T BW'S

- 2-stroke, Torque Induction, single-cylinder engine • Electric starting • V-belt automatic transmission • Extra-wide front and rear tyres • Dual headlamps • Dual seat • CD ignition



CY50 JOG-IN

- 2-stroke, crankcase reed-valve, single-cylinder engine • Large storage compartment under the seat for holding a full-face helmet • Electric starting • V-belt automatic transmission
- Telescopic front forks and smooth-action rear suspension
- Wide tubeless 10-inch tyres • Lockable, easy-access filler cap
- Fully-equipped instrument panel



CG50 JOG

- 2-stroke, Torque Induction, single-cylinder engine • Electric starting • V-belt automatic transmission • Telescopic front forks • Complete instrumentation with electric fuel gauge
- CD ignition



QT50

- 2-stroke, Torque Induction, single-cylinder engine
- Automatic transmission • Enclosed shaft drive • Front basket and rear luggage rack • CD ignition • Autolube oil injection system



DT50MX

- 2-stroke, Torque Induction, single-cylinder engine • 5-speed transmission • Monocross rear suspension • Autolube oil injection system • Front and rear sealed drum brakes • Dual seat • CD ignition • Full size 21-inch front and 18-inch rear wheels



PW80

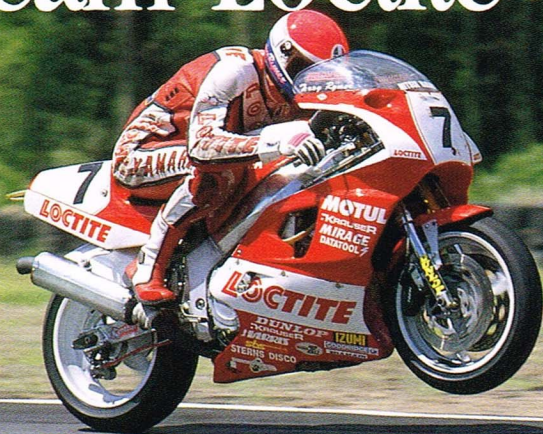
- 2-stroke, Torque Induction, single-cylinder engine • 3-speed transmission with automatic centrifugal clutch • Monocross rear suspension • CD ignition • Autolube oil injection system



PW50

- 2-stroke, Torque Induction, single-cylinder engine
- Automatic transmission • Enclosed shaft drive • Telescopic front forks and dual-shock rear suspension • CD ignition • Autolube oil injection system • Adjustable throttle limiter

Team Loctite Yamaha 1991



Team Loctite Yamaha is recognised as being one of the most successful and professional race teams in the country. Fully supported by Dunlop and Motul, team riders Terry Rymer and Rob McElnea set the domestic and international scene alight in 1990, with Londoner Rymer convincingly winning the British 750 TV Supercup Championship with one round to spare.

With the latest factory-backed OW01 machinery for '91, Team Loctite Yamaha will again be launching a full scale assault on the British and World Superbike titles, using the latest Dunlop racing tyres, Motul oils and lubricants and of course, many of the wide range

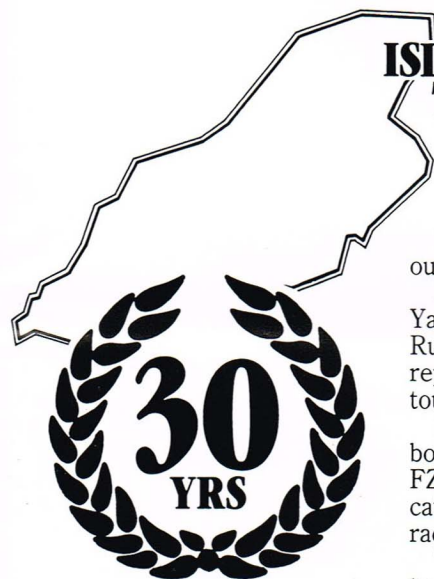
of Loctite sealants and adhesives. A combination that was simply unbeatable in the U.K. during 1990.

But it's not just on the tarmac that you'll be able to see Team Loctite Yamaha riders in action during the coming season. Leading our motocross line-up is current British 250 Champion James Dobb, who will campaign his factory YZ in the World 250cc Series as well as the domestic titles.

And to complete our competition involvement, Team Loctite Yamaha riders will contest the British Trials Championship and Scottish Six Day Trial on the new TY250R.

Yamaha FZR, YZ, TY, TZR and TZ machines contesting for race honours at every level and in every championship in the UK taking on the toughest challenges.

ISLE OF MAN TT RACES



1991 is a very special year for Yamaha, because it marks the 30th anniversary of our involvement in the Isle of Man TT races.

Since our debut season in 1961 with entries in the 125 and 250 classes, Yamaha-mounted riders have won countless victories on this world famous circuit. Run over thirty seven and three quarter miles of hilly, twisty roads, the TT course represents the ultimate challenge for many of today's top riders, and the very toughest test for the machines they race.

1990 saw one of our best ever results, with Yamaha riders winning the Junior TT, both sidecar events and the hard fought 400 Supersports class, on the new FZR400RRSP. Underlining Yamaha's unrivalled superiority in the middleweight category, FZR600 mounted riders took the top eight places in the 600 Supersports race!

To celebrate our 30th anniversary, Loctite Yamaha will enter the strongest ever team of Island specialists to ensure that the 1991 TT races will be a year to remember.

30th Anniversary TT



Accessories



YAMAHA DESIGN

For riders who demand performance with style our range of designer clothing includes blouson jackets, shirts and mechanics overalls. Available exclusively through Yamaha dealers, genuine Yamaha clothing sets you apart from the rest.

New for the 1991 season is Yamaha's helmet line up.

Produced using the latest techniques and incorporating our newly developed Flex-FRP material this exciting range represents a major step forward in helmet design.

Available in a wide range of colours matched to the 1991 motorcycle range these helmets will be available early in 1991.

YAMAHA SECURITY

Unfortunately you may not be the only person planning to ride your bike home! Protect your investment with the additional security of Yamaha's Cycle Lok, the strong answer to motorcycle theft.

Those owners wishing to add electronic security to their machine will find the Datatool V the perfect solution. Available through Yamaha dealers this high tech alarm fits all our 12 volt machines.



	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)	Tyres (front-rear)
FZR1000	4-stroke, liquid-cooled, DOHC 5 valve parallel four cylinder	1,003 cc	75.5 x 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 x 46.0 mm	—	—	Wet sump	Electric	19.0 lit.	6-speed chain	2,180/705/1,160 mm	1,445 mm	120 mm	187.0 kg	Telescopic forks Monocross	Dual discs disc	130/60ZR17 180/55ZR17
FZR600	4-stroke, liquid-cooled, DOHC 4 valve, parallel four cylinder	599 cc	59.0 x 54.8 mm	—	—	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
FZR400RR SP	4-stroke, liquid-cooled, DOHC 4 valve, parallel four cylinder	399 cc	56.0 x 40.5 mm	59.0 PS (43.4 kW) @ 12,000 rpm	4.0 kg-m (39.2 Nm) @ 9,500 rpm	Wet sump	Electric	15.0 lit.	6-speed chain	1,975/705/1,090 mm	1,365 mm	125 mm	165.0 kg	Telescopic forks Monocross	Dual discs disc	120/60 R17 55H 160/60 R17 69H
RD350LCF	2-stroke, liquid-cooled, Torque induction, parallel twin cylinder	347 cc	64.0 x 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	2,095/700/1,070 mm	1,385 mm	165 mm	141.0 kg	Telescopic forks Monocross	Dual discs disc	90/80-18 51H 110/80-18 58H
TZR250	2-stroke, liquid-cooled, crankcase reed-valve, parallel twin cylinder	249 cc	56.4 x 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	Discs disc	100/80-17 52H 120/80-17 61H
TZR125	2-stroke, liquid-cooled crankcase reed-valve, single cylinder	124 cc	56.4 x 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	2,025/695/1,005 mm	1,340 mm	140 mm	105.0 kg	Telescopic forks Monocross	Disc disc	90/80-17 46S 100/90-18 56S
XTZ750 Super Tenéré	4-stroke, liquid-cooled, DOHC 5 valve, parallel twin cylinder	749 cc	87.0 x 63.0 mm	70.0 PS (51.0 kW) @ 7,500 rpm	6.8 kg-m (67.0 Nm) @ 6,750 rpm	Dry sump	Electric	26.0 lit.	5-speed chain	2,285/815/1,355 mm	1,505 mm	240 mm	195.0 kg	Telescopic forks Monocross	Dual discs disc	90/90-21 54S 140/80-17 69H
XTZ660 Tenéré	4-stroke, liquid-cooled, SOHC 5 valve, single cylinder	659 cc	100.0 x 84.0 mm	48.0 PS (35.3 kW) @ 6,250 rpm	5.8 kg-m (56.9 Nm) @ 5,250 rpm	Dry sump	Electric	20.0 lit.	5-speed chain	2,275/850/1,355 mm	1,490 mm	245 mm	168.0 kg	Telescopic forks Monocross	Disc disc	90/90-21 120/90-17
XT600E	4-stroke, SOHC 4 valve, single cylinder	595 cc	95.0 x 84.0 mm	45.0 PS (33.0 kW) @ 6,500 rpm	5.1 kg-m (50.0 Nm) @ 5,500 rpm	Dry sump	Electric	13.0 lit.	5-speed chain	2,220/820/1,245 mm	1,445 mm	235 mm	155.0 kg	Telescopic forks Monocross	Disc disc	90/90-21 54S 120/90-17 64S
XT350	4-stroke, DOHC 4 valve, single cylinder	346 cc	86.0 x 59.6 mm	17.5 PS (12.9 kW) @ 6,500 rpm	2.45 kg-m (24.0 Nm) @ 3,000 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 disc	3.00-21-4PR 110/80-18 58P
TDM650	4-stroke, liquid-cooled, DOHC 5 valve, parallel twin cylinder	849 cc	89.5 x 67.5 mm	73.0 PS (53.7 kW) @ 7,500 rpm	7.6 kg-m (74.5 Nm) @ 5,500 rpm	Dry sump	Electric	18.0 lit.	5-speed chain	1,926/738/1,230 mm	1,470 mm	160 mm	198.0 kg	Telescopic forks Monocross	Dual disc disc	110/80-18 58H 150/70-17 69H
FJ1200	4-stroke, DOHC 4 valve, parallel four cylinder	1,188 cc	77.0 x 63.8 mm	—	—	Wet sump	Electric	22.0 lit.	5-speed chain	2,235/775/1,315 mm	1,495 mm	140 mm	243.0 kg	Telescopic forks Monocross	Dual discs disc	120/70V17 150/80V16
XJ900F	4-stroke, DOHC 2 valve, parallel four cylinder	891 cc	68.5 x 80.5 mm	92.0 PS (67.7 kW) @ 9,000 rpm	7.7 kg-m (75.5 Nm) @ 7,000 rpm	Wetsump	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
FZ750	4-stroke, liquid-cooled, DOHC 5 valve, parallel four cylinder	749 cc	68.0 x 51.6 mm	100.0 PS (73.6 kW) @ 10,250 rpm	7.9 kg-m (77.5 Nm) @ 8,000 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
XJ600	4-stroke, DOHC 2 valve, parallel four cylinder	598 cc	58.5 x 55.7 mm	66.0 PS (48.5 kW) @ 10,000 rpm	5.1 kg-m (50.0 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
VMX1200 V-MAX	4-stroke, liquid-cooled, DOHC 4 valve, V-type, four cylinder	1,198 cc	76.0 x 66.0 mm	—	—	Wet sump	Electric	15.0 lit.	5-speed shaft	2,300/795/1,160 mm	1,590 mm	145 mm	262.0 kg	Telescopic forks swinging arm	Dual discs disc	110/90 V18 150/90-V15 M/C
XV1100	4-stroke, SOHC 2 valve, V-twin cylinder	1,063 cc	95.0 x 75.0 mm	61.7 PS (45.4 kW) @ 6,000 rpm	8.7 kg-m (85.0 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 disc	100/90-19 57H 140/90-15M/C 70H
XV535	4-stroke, SOHC 2 valve, V-twin cylinder	535 cc	76.0 x 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	13.5 lit.	5-speed shaft	2,285/810/1,110 mm	1,520 mm	160 mm	182.0 kg	Telescopic forks swinging arm	Disc disc	3.00S19-4PR 140/90-15M/C 70S
SR125	4-stroke, air-cooled, SOHC, 2 valve	124 cc	57.0 x 48.8 mm	12 PS (8.8 kW) @ 8,500 rpm	1.0 kg-m (9.8 Nm) @ 8,000 rpm	Dry sump	Electric	10.0 lit.	5-speed chain	1,915/785/1,105 mm	1,280 mm	160 mm	104.0 kg	Telescopic forks swinging arm	Drum drum	3.00-17 4PR 3.50-16 4PR
TDR	2-stroke, liquid-cooled, crankcase reed valve, parallel twin cylinder	249 cc	56.4 x 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	2,080/785/1,215 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	56.0 x 50.7 mm	12.2 PS (9.0 kW) @ 7,000 rpm	1.3 kg-m (13.0 Nm) @ 6,500 rpm	Autolube	Kick	10.0 lit.	6-speed chain	2,160/830/1,255 mm	1,415 mm	315 mm	109.0 kg	Telescopic forks Monocross	Disc disc	2.75-21-4PR 4.10-18-4PR
RXS100	2-stroke, Torque induction, single cylinder	98 cc	50.0 x 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 x 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 swinging arm	Drum drum	2.50-18-4PR 2.50-18-4PR
T80	4-stroke, SOHC 2 valve single cylinder	79 cc	47.0 x 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	Bottom link swinging arm	Drum drum	2.50-17-4PR 2.50-17-4PR
FS1	2-stroke, rotary disc valve, single cylinder	49 cc	40.0 x 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	1,825/750/1,015 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 x 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 swinging arm	Drum drum	3.00-10-4PR 3.00-10-4PR
CW50T BWS	2-stroke, Torque induction, single cylinder	49 cc	40.0 x 39.2 mm	4.5 PS (3.3 kW) @ 6,500 rpm	0.5 kg-m (5.0 Nm) @ 6,000 rpm	Autolube	Electric and kick	3.3 lit.	V-belt automatic gear	1,735/630/1,055 mm	1,170 mm	125 mm	69.0 kg	Telescopic forks unit swinging arm	Drum drum	120/90-10 54J 130/90-10 59J
CY50	2-stroke, air cooled, reed-valve induction, single cylinder	49 cc	40.0 x 39.2 mm	5.1 PS (3.8 kW) @ 7,000 rpm	0.53 kg-m (5.2 Nm) @ 6,500 rpm	Autolube	Electric and kick	3.5 lit.	V-belt automatic	1,645/630/980 mm	1,115 mm	80 mm	62.0 kg	Telescopic forks unit swinging arm	Drum drum	80/90-10 34J 80/90-10 34J
QT50	2-stroke, Torque induction, single cylinder	49 cc	40.0 x 39.2 mm	2.3 PS (1.7 kW) @ 5,500 rpm	0.37 kg-m (3.6 Nm) @ 3,500 rpm	Autolube	Electric	2.3 lit.	Single-speed-automatic shaft	1,545/660/1,010 mm	1,050 mm	110 mm	45.0 kg	Telescopic forks unit swinging arm	Drum drum	2.00-14-4PR 2.25-14-4PR
DT50MX	2-stroke, Torque induction, single cylinder	49 cc	40.0 x 39.7 mm	3.0 PS (2.2 kW) @ 5,500 rpm	0.42 kg-m (4.1 Nm) @ 5,000 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
PW80	2-stroke, Torque induction, single cylinder	79 cc	47.0 x 45.6 mm	4.8 PS (3.5 kW) @ 5,500 rpm	0.64 kg-m (6.27 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 x 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 swinging arm	Drum drum	2.50-10-4PR 2.50-10-4PR

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