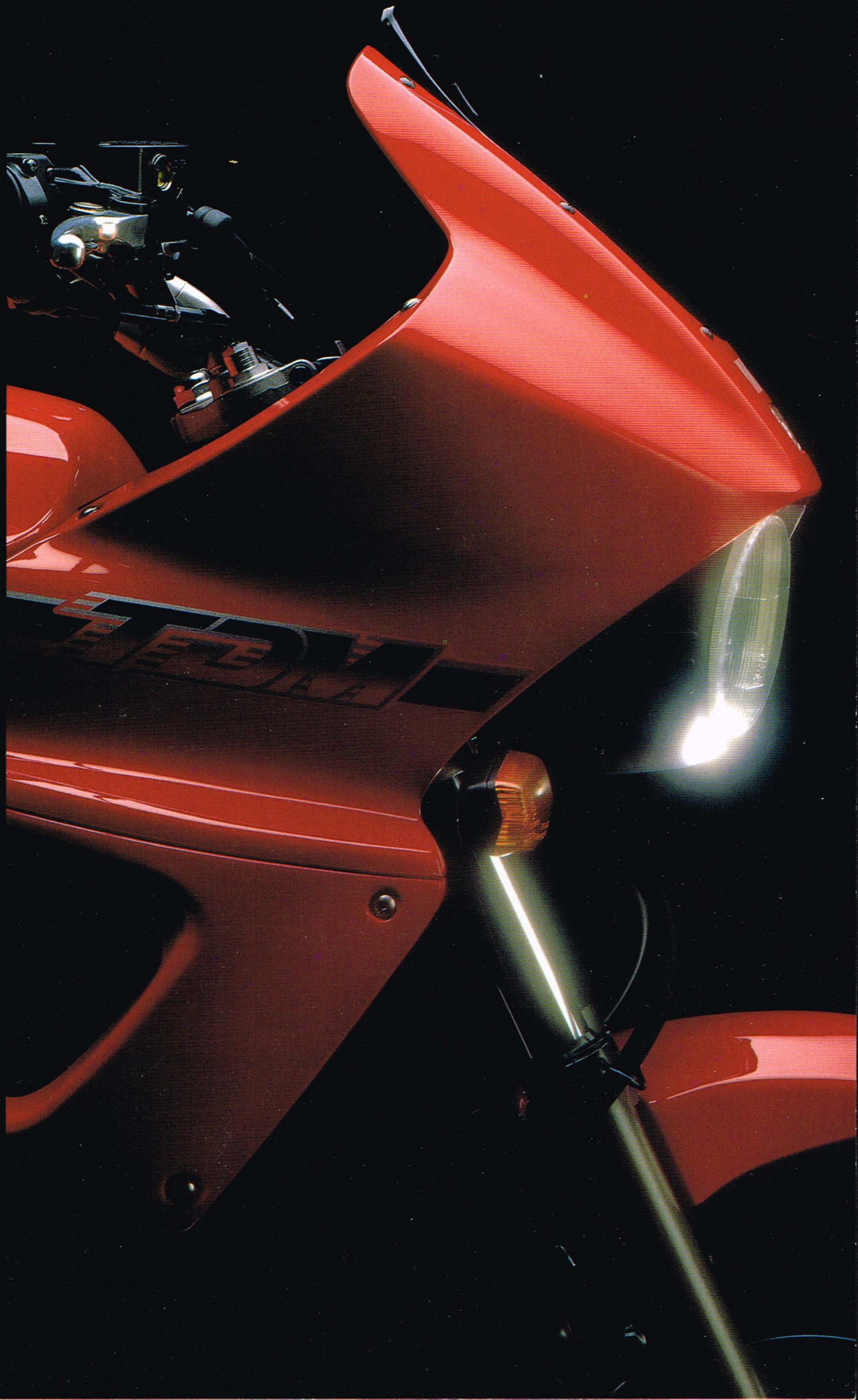


'92 YAMAHA

YAMAHA



YAMAHA '92: WORLD

A world of choices. That's what Yamaha promises motorcyclists in 1992. The freedom to choose from a wide range of the world's most advanced motorcycles. You'll find Yamaha in '92

offering everything you expect us to, plus so much more. There are big bikes and small. Standards and supersports. Bikes you've heard and read about, and bikes you've dreamed of owning.



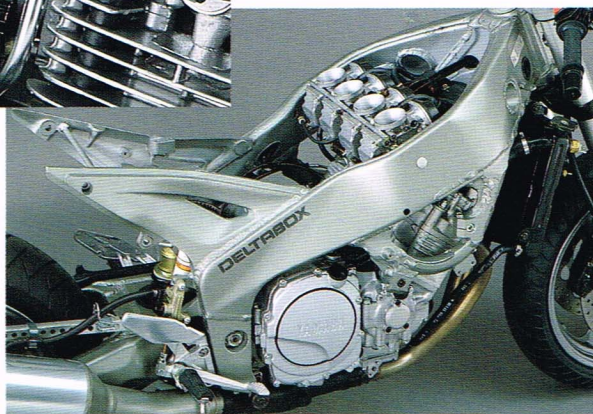
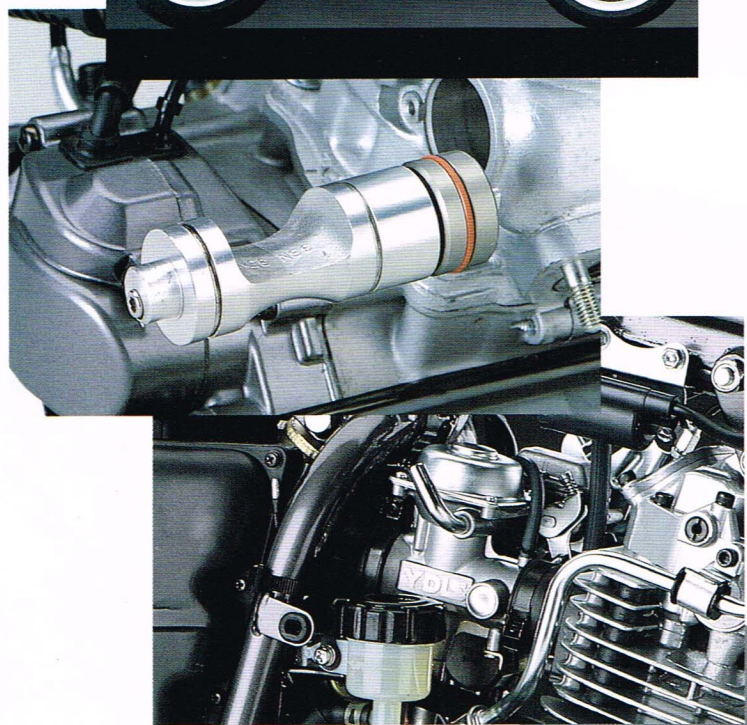
D WITHOUT LIMITS.

Proven winners, and a future winner. Certainly Yamaha has made every effort to satisfy everyone this year, from the seasoned scratcher to the eager initiate, so that no one will find themselves

having to compromise. The world of motorcycling, after all, is all about freedom from limits. No one knows that better than Yamaha.



Can There Ever Be Too Much Of



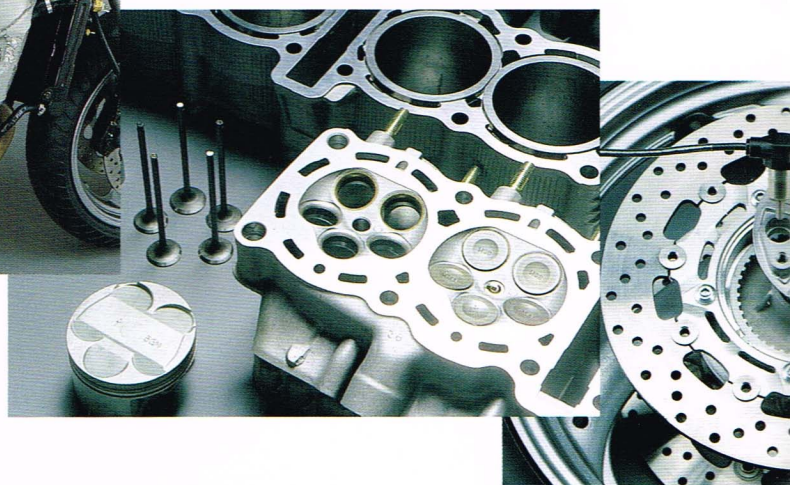
Experienced riders know exactly the type of riding they like most, and look to us to provide it. These adventurous souls explore the highways and byways aboard Yamaha's FJ, Tenere, FZR, Virago and more. Bikes created to provide maximum excitement whatever the terrain.

By catering to many diverse tastes Yamaha has become the **leader in the range of bikes** offered. Not coincidentally, we're also the leader in European sales.

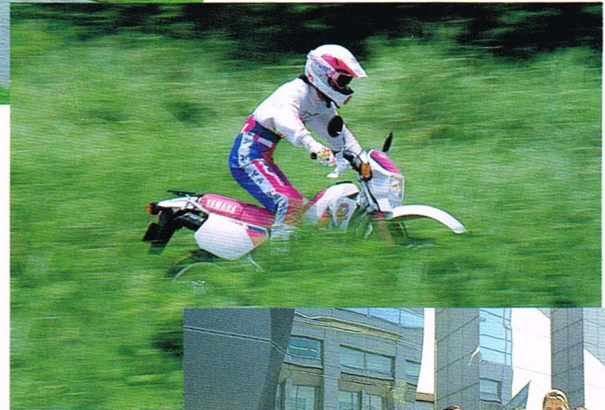
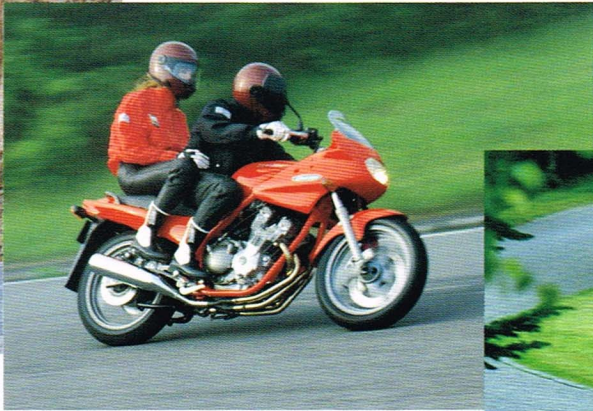
Last year Yamaha introduced the TDM850, and the New Sports class of motorcycles was born.

This year, riders looking for a new-yet-strangely-familiar kind of excitement will applaud our introduction of the Diversion. With its standard profile, gutsy, low-maintenance engine, comfort and affordability, the 600cc Diversion joins old-style riding pleasure to modern reliability. The result is a '90s bike that promises a strong case of *deja-vu*.

And yet it's *deja-vu* with a difference, for the Diversion features the Genesis concept, the first time a standard has been fitted with this technology originally conceived for the Supersport class. Through the years Yamaha has introduced innovation upon innovation that have made us a **leader in technology**. Other innovations include 5-



A Good Thing? Not At Yamaha.



valve engines. EXUP. The Yamaha Power Valve System (YPVS). The Yamaha Dual Intake System (YDIS). And the Deltabox frame.

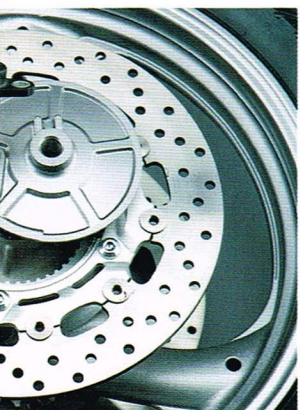
From last year we also began fitting ABS on the FJ1200A.

Above all else, technology is what makes a Yamaha a Yamaha. Years of original thinking go into every motorcycle we make. It's all part of our desire to give our motorcycles a special edge.

And the results are evident on the racetrack. From club and local races to Grand Prix competition, Yamaha riders can be found climbing the rostrum nearly every time. Case in point is the 1991 GP season, when Yamaha placed first in the 500cc championship and captured the 500cc manufacturer's Championship.

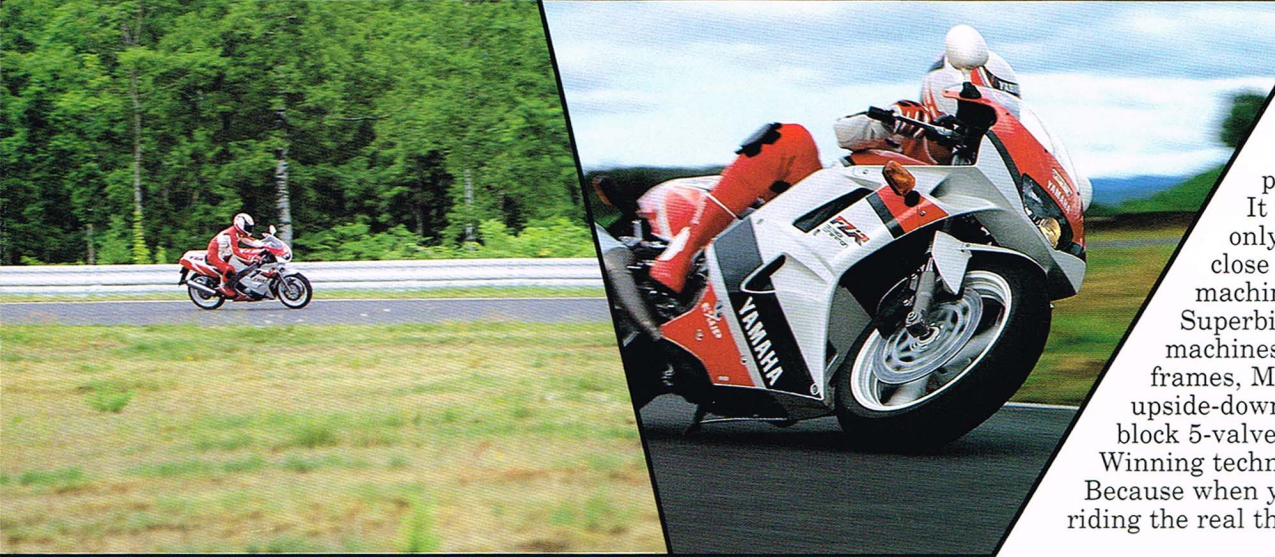
Lessons learned while racing are frequently incorporated into our street bikes. So while being a **leader in racing** has an immediate payoff for us, it also pays off later, for you.

At Yamaha, it's because we believe you can never have too much of a good thing, that we continue to find ways to give you more. Yamaha in '92 really does offer a world without limits. A world that's waiting to be explored.



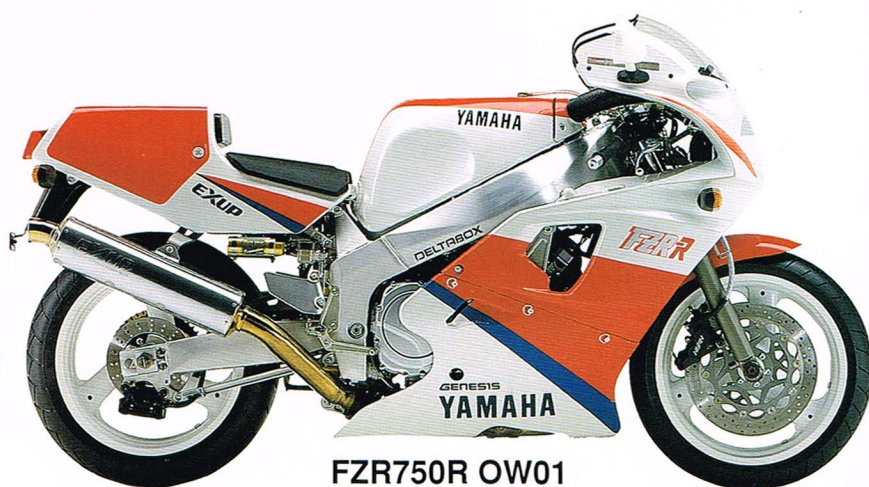
Supersport

It takes more than a fairing and fancy paint job to make a true supersport machine. It takes the kind of technology which can only be developed on the race-track. Take a close look at these Yamaha supersport machines and compare them with our Superbike - and GP-winning factory racing machines. You'll see the same Deltabox frames, Monocross suspension systems and upside-down front forks. The same slant-block 5-valve engines, EXUP and YPVS. Winning technology that's yours to enjoy. Because when you ride a Yamaha you're riding the real thing.



FZR1000 RU

- 4-stroke, liquid-cooled, DOHC 5-valve, parallel four-cylinder engine • EXU • Liquid-cooled oil cooler and cartridge oil filter • High-rigidity upside-down front forks • Lightweight aluminum Deltabox frame and swinging arm • Triple disc brakes • Wide hollow-spoke alloy wheels and radial tyres • Slant-nose fairing with flush-fitting 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 • Transistorized 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 Deltabox swinging arm • Dual floating-disc front and single disc rear brakes • Wide hollow-spoke alloy wheels and radial tyres • Slant-nose fairing with flush-fitting headlamp and FAI system



FZR400RR SP

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



FZR400RR

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



RD350R

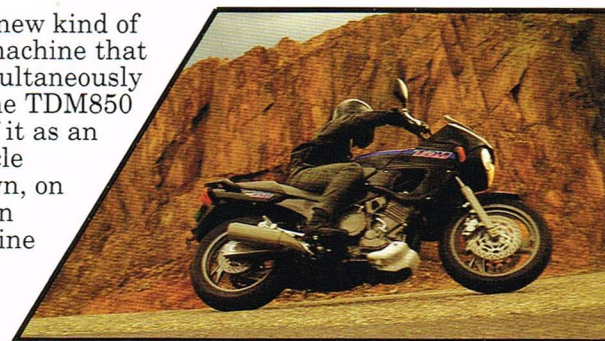
- 2-stroke, liquid-cooled, reed-valve, parallel twin-cylinder engine • Aerodynamic full fairing • Yamaha Power Valve System (YPVS) • Monocross rear suspension • Triple slotted-disc brakes • Tubular wide cradle frame

New Sport

It's not often that a totally new kind of motorcycle comes along. A machine that breaks with tradition and simultaneously establishes a new tradition. The TDM850 is just such a machine. Think of it as an all-around sport bike. A motorcycle which does everything well. In town, on the highway or slicing up a mountain road, the TDM850 does it all. Its engine is a work of art. And its ultra-modern styling puts it in a class of its own. New Sports, it's a whole new way to go riding.

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
- Transistorized digital ignition



Adventure Sport

Have you ever dreamed of wild, far-off lands? Of strange landscapes and stranger people? Have you never wanted to just head off down the road and keep on going? Of course you have. Yamaha adventure sport machines are built for you. They can cruise at speed on the highway or go where there are no highways. Their high-powered engines and advanced suspension systems have been thoroughly tested on some of the world's roughest terrain. These are the machines that can make your dreams come true.



**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 down-draught carburetors
- Massive 43mm front forks
- Monocross rear suspension with Deltabox swinging arm
- Triple disc brakes
- Transistorized digital ignition
- Head fairing with FAI system
- 26-litre fuel tank



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



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



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

Sport & Touring

Motorcycle touring is a very special way to travel. It's the smell of a pine forest early in the morning. Hot, dry air blowing on your face. When you're on a bike you're more than just a spectator of the passing scenery --- you're a part of it. You may have driven a road a hundred times, but until you've ridden it you'll never really know it. These high-performance Yamaha touring machines make every ride an experience to remember. Whether you're riding around town or across the continent, our sport and touring bikes can take you where you've never been before.



DIVERSION

- 598cc 4-stroke, DOHC, parallel four-cylinder engine
- 4-into-2 criss-cross exhaust system
- 38mm front forks
- Monocross rear suspension with oval-section swinging arm and De Carbon-type shock absorber
- Aerodynamic half fairing with flush-surface headlamp
- Transistorized 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
- Transistorized digital ignition



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
- Transistorized digital ignition



XJ900F

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

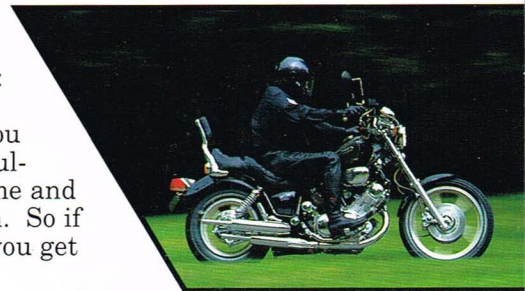


XJ600

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

Sport & Boulevard

A motorcycle is very often an extension of the rider's personality. Some riders like to go fast, others slow. But for those riders who want to travel in style there's only one way: cruising. From the powerful V-Max to the efficient XV535, Yamaha cruisers have the performance and looks to get you there in style. Their reliable engines put out loads of soul-satisfying torque. And the quality of their paint, chrome and overall design put them in a custom class of their own. So if how you get there is more important than how fast you get there, a Yamaha cruiser is for you.



V-MAX

- 4-stroke, liquid-cooled, DOHC 4-valve, V-four engine
- Triple ventilated disc brakes with opposed-piston calipers
- Alloy dish wheels and extra-wide rear tyre
- Four Mikuni BDS35 down-draught carburettors
- Enclosed shaft drive
- Tubular double-cradle frame
- Transistorized 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 back rest
- Hand-painted fuel tank
- Chromed dual exhaust pipes
- Transistorized ignition



XV750

- 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
- Hand-painted fuel tank
- Chromed dual exhaust pipes
- Transistorized ignition



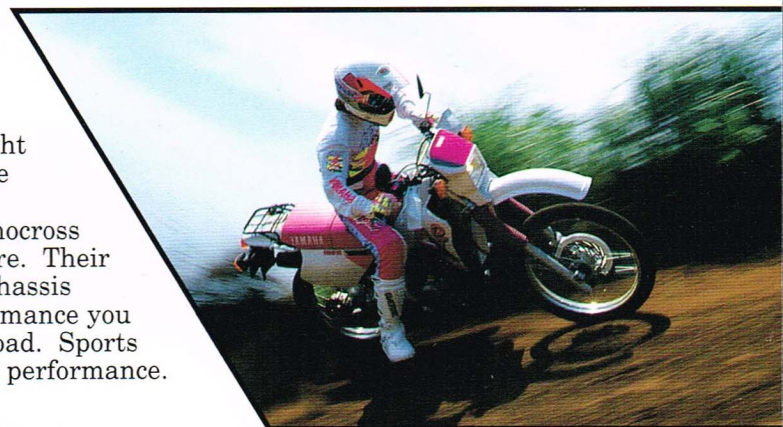
XV535

- 4-stroke, air-cooled, SOHC, V-twin engine
- Mikuni BDS34 down-draught 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
- Transistorized ignition
- High-bar kit available as optional extra



Sport 125

It's not the size of a motorcycle that determines how sporty it is. These lightweight Yamaha sport machines feature much of the same technology found on our larger supersport bikes. Deltabox frames, Monocross suspension, disc brakes, and much more. Their responsive engines and lightweight chassis give the kind of handling and performance you can count on, both on and off the road. Sports 125, smaller motorcycles with big performance.



XC125

- 4-stroke, SOHC, single-cylinder engine
- V-belt automatic transmission
- Leading-arm front suspension with anti-lift mechanism
- Large leg-shields with glove box and rear luggage rack
- Fully-equipped instrument panel with fuel gauge
- CD ignition
- Electric starting



SR125

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



DT125R

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



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
- Digital capacitor discharge ignition
- Full aerodynamic sports fairing available as optional extra



Commuters, Mopeds & Fun Bikes



Economy, enjoyment and style, that's what these lightweight motorcycles, scooters and mopeds are all about. Many have electric starters and automatic transmissions, so you just push the button and go. Their compact size and easy manoeuvrability let you slip through traffic and always find parking. And their reliable engines are loaded with low-maintenance features which keep you on the road and out of the garage. These are some of the most practical motorcycles in the world. Oh, and they're also a lot of fun!



RXS100

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



RT100

- 2-stroke, Torque Induction, single-cylinder engine
- 5-speed transmission
- Front and rear sealed drum brakes
- CD ignition
- Autolube oil injection system
- Low, comfortable seat
- Rugged plastic body panels



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



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 leg-shields and dual seat



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

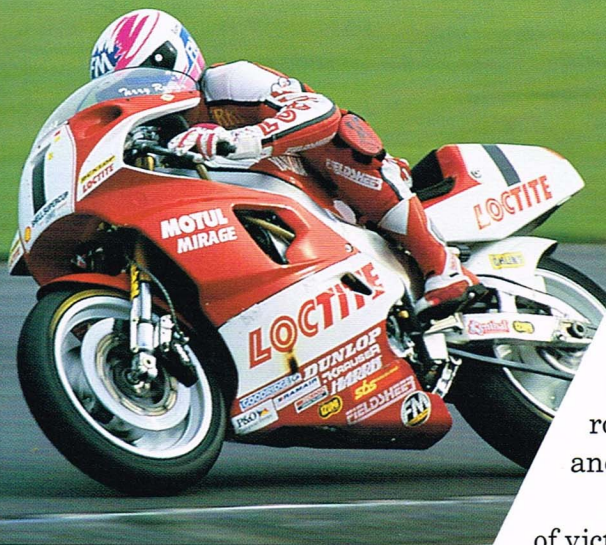
- 2-stroke, Torque Induction, single-cylinder engine
- Automatic transmission
- Enclosed shaft drive
- Telescopic front forks and dual-shock rear suspension
- CD ignition
- Autolube oil injection system
- Adjustable throttle limiter

Yamaha Racing U.K.

With every Yamaha victory, the real winners are Yamaha riders everywhere because we race and develop the same Supersports machines you can buy.

Superior race technology is translated into improved road performance, reliability and fuel efficiency.

In 1991 there were plenty of victories to celebrate.



Terry Rymer FZR750R – World Superbike contender



Rob McElnea FZR750R

The 1991 ACU Shell Supercup British Championship saw a clean sweep for Yamaha in all solo categories above 125cc.

Paul Brown won the 250 championship on his TZ250, Steve Ives took his FZR400RRSP to the 400 Supersport title, and Ian Simpson won the 600 Supersport championship on the class dominant FZR600. Rob McElnea took the laurels in the blue riband 750 class on the works Loctite FZR750R, the second successive championship victory for Loctite Yamaha.

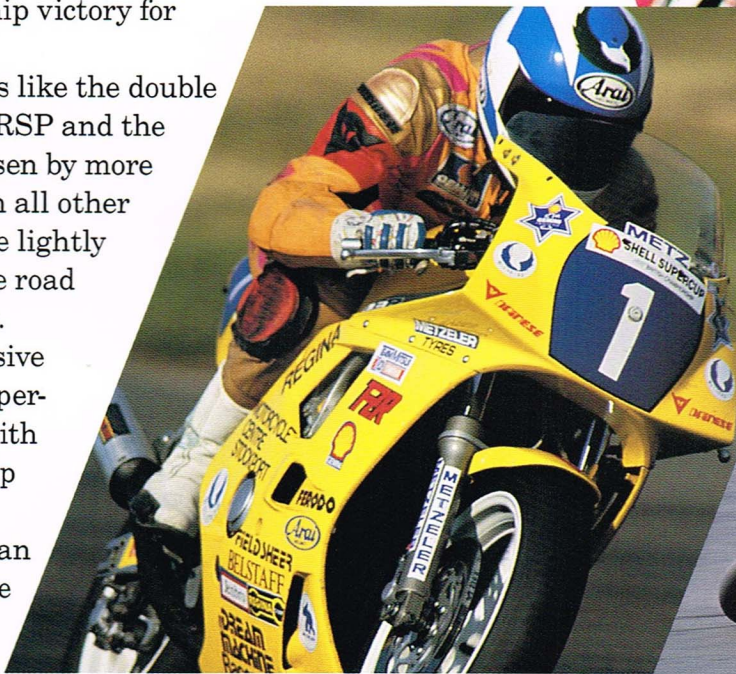
Supersport models like the double TT winning FZR400RRSP and the FZR600, this year chosen by more 600cc competitors than all other makes put together, are lightly modified versions of the road bikes in our showrooms.

And share impressive features such as the super-rigid Deltabox frame with our World Championship winning G.P. machine.

Which is why we can safely say that everytime Yamaha wins, you win again.



Ian Simpson FZR600



Steve Ives FZR400RRSP



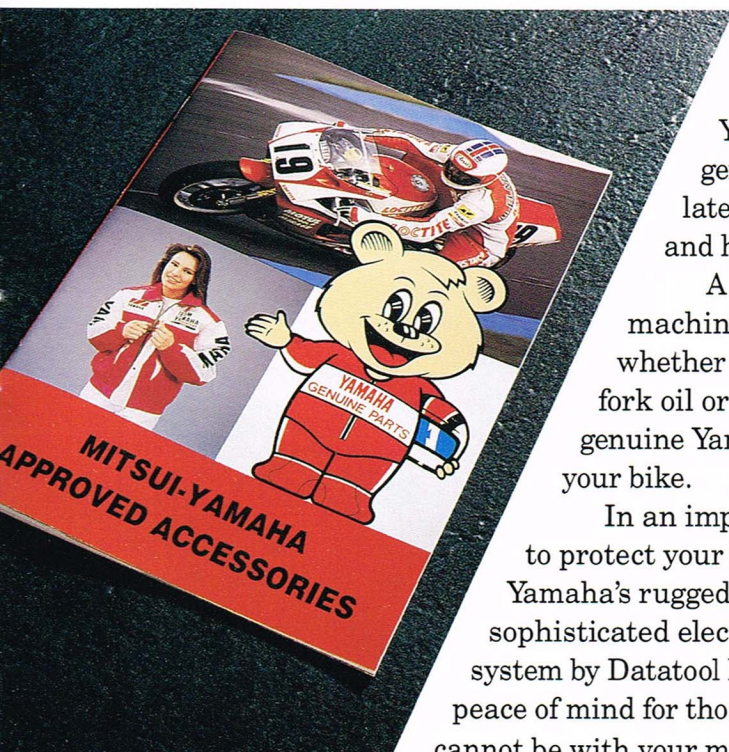
Paul Brown TZ250

Accessories

Your new Yamaha is styled to stand out from the pack – now you can, too, with genuine Yamaha clothing and accessories in colours co-ordinated to match our latest models. Designed to combine presence with practicality Yamaha clothing and helmets meet the needs of the most discerning owner.

A wide range of Yamaha service products are also available to keep your machine in tip top trim so whether its chain lube or polish, fork oil or a filter, check out genuine Yamaha accessories for your bike.

In an imperfect world it pays to protect your investment and Yamaha's rugged Cyclelok or our sophisticated electronic alarm system by Datatool helps provide peace of mind for those times you cannot be with your machine!



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)	Tyres (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 litres	5-speed/chain	2,200/730/1,160 mm	1,460 mm	135 mm	209 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	19 litres	6-speed/chain	2,180/705/1,160 mm	1,445 mm	120 mm	187 kg	Telescopic forks - Monocross	Dual discs - disc	130/60ZR17 - 180/55Z17
FZR600	4-stroke, liquid-cooled, DOHC 4 valve, parallel four cylinder	599 cc	59.0 × 54.8 mm	—	—	Wet sump	Electric	18 litres	6-speed/chain	2,165/700/1,160 mm	1,420 mm	135 mm	179 kg	Telescopic forks - Monocross	Dual discs - disc	110/70VR17 V240 - 130/70VR18 V240
FZR400RR SP	4-stroke, liquid-cooled, DOHC 4 valve, parallel four cylinder	399 cc	56.0 × 40.5 mm	59 PS (43.4 kW) @12,000 rpm	4 kg-m (39.2 Nm) @9,500 rpm	Wet sump	Electric	15 litres	6-speed/chain	1,975/705/1,090 mm	1,365 mm	125 mm	165 kg	Telescopic forks - Monocross	Dual discs - disc	120/60R17 55H - 160/60R17 69H
FZR400RR	4-stroke, liquid-cooled, DOHC 4 valve, parallel four cylinder	399 cc	56.0 × 40.5 mm	59 PS (43.4 kW) @12,000 rpm	4 kg-m (39.2 Nm) @9,500 rpm	Wet sump	Electric	15 litres	6-speed/chain	1,975/705/1,090 mm	1,365 mm	125 mm	165 kg	Telescopic forks - Monocross	Dual discs - disc	120/60R17 55H - 160/60R17 69H
RD350R	2-stroke, liquid-cooled, Torque induction, parallel twin cylinder	347 cc	64.0 × 54.0 mm	63 PS (46.3 kW) @9,000 rpm	5 kg-m (49.1 Nm) @9,000 rpm	Autolube	Kick	17 litres	6-speed/chain	2,095/700/1,070 mm	1,385 mm	165 mm	141 kg	Telescopic forks - Monocross	Dual discs - disc	90/80-18 51H - 110/80-18 58H
TDM850	4-stroke, liquid-cooled, DOHC 5 valve, parallel twin cylinder	849 cc	89.5 × 67.5 mm	73 PS (53.7 kW) @7,500 rpm	7.6 kg-m (74.5 Nm) @5,500 rpm	Dry sump	Electric	18 litres	5-speed/chain	1,926/738/1,230 mm	1,470 mm	160 mm	198 kg	Telescopic forks - Monocross	Dual discs - disc	110/80-18 58H - 150/70-17 69H
XTZ750 Super Ténéré	4-stroke, liquid-cooled, DOHC 5 valve, parallel twin cylinder	749 cc	87.0 × 63.0 mm	70 PS (51 kW) @7,500 rpm	6.8 kg-m (67 Nm) @6,750 rpm	Dry sump	Electric	26 litres	5-speed/chain	2,285/815/1,355 mm	1,505 mm	240 mm	195 kg	Telescopic forks - Monocross	Dual discs - disc	90/90-21 54S - 140/80-17 69H
XTZ660 Ténéré	4-stroke, liquid-cooled, SOHC 5 valve, single cylinder	659 cc	100.0 × 84.0 mm	48 PS (35.3 kW) @6,250 rpm	5.8 kg-m (56.9 Nm) @5,250 rpm	Dry sump	Electric	20 litres	5-speed/chain	2,275/850/1,355 mm	1,490 mm	245 mm	168 kg	Telescopic forks - Monocross	Disc - disc	90/90-21 - 120/90-17
XT600E	4-stroke, SOHC 4 valve, single cylinder	595 cc	95.0 × 84.0 mm	45 PS (33 kW) @6,500 rpm	5.1 kg-m (50 Nm) @5,500 rpm	Dry sump	Electric	13 litres	5-speed/chain	2,220/820/1,245 mm	1,445 mm	235 mm	155 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 × 59.6 mm	45 PS (33 kW) @6,500 rpm	5.1 kg-m (50 Nm) @5,500 rpm	Dry sump	Electric	13 litres	5-speed/chain	2,220/820/1,245 mm	1,445 mm	235 mm	155 kg	Telescopic forks - Monocross	Disc - disc	90/90-21 54S - 120/90-17 64S
FJ1200	4-stroke, DOHC 4 valve, parallel four cylinder	1,188 cc	77.0 × 63.8 mm	—	—	Wet sump	Electric	22 litres	5-speed/chain	2,235/775/1,315 mm	1,495 mm	140 mm	243 kg	Telescopic forks - Monocross	Dual discs - disc	120/70V17 - 150/80V16
FJ1200A	4-stroke, DOHC 4 valve, parallel four cylinder	1,188 cc	77.0 × 63.8 mm	—	—	Wet sump	Electric	22 litres	5-speed/chain	2,235/775/1,315 mm	1,495 mm	140 mm	248 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	92 PS (67.7 kW) @9,000 rpm	7.7 kg-m (75.5 Nm) @7,000 rpm	Wet sump	Electric	22 litres	5-speed/shaft	2,215/735/1,480 mm	1,480 mm	145 mm	218 kg	Telescopic forks - swinging arm	Dual discs - disc	100/90V18 - 120/90V18
DIVERSION	4-stroke, DOHC 2 valve, parallel four cylinder	598 cc	56.5 × 55.7 mm	61 PS (44.8 kW) @8,500 rpm	5.6 kg-m (55.4 Nm) @7,000 rpm	Wet sump	Electric	17 litres	6-speed/chain	2,170/750/1,170 mm	1,445 mm	150 mm	182 kg	Telescopic forks - Monocross	Disc - disc	110/80-17 57H - 130/70-18 63H
XJ600	4-stroke, DOHC 2 valve, parallel four cylinder	598 cc	58.5 × 55.7 mm	66 PS (48.5 kW) @10,000 rpm	5.1 kg-m (50 Nm) @9,000 rpm	Wet sump	Electric	19 litres	6-speed/chain	2,145/745/1,225 mm	1,430 mm	140 mm	188 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 × 66.0 mm	—	—	Wet sump	Electric	15 litres	5-speed/shaft	2,300/795/1,160 mm	1,590 mm	145 mm	262 kg	Telescopic forks - swinging arm	Dual discs - disc	110/90V18 - 150/90V15 M/C
XV1100	4-stroke, SOHC 2 valve, V-type twin cylinder	1,063 cc	95.0 × 75.0 mm	61.7 PS (45.4 kW) @6,000 rpm	8.7 kg-m (85 Nm) @3,000 rpm	Wet sump	Electric	16.8 litres	5-speed/shaft	2,285/840/1,190 mm	1,525 mm	145 mm	221 kg	Telescopic forks - swinging arm	Dual discs - disc	100/90-19 57H - 140/90-15M/C 70H
XV750	4-stroke, SOHC 2 valve, V-type twin cylinder	748 cc	83.0 × 69.2 mm	60.9 PS (44.8 kW) @7,000 rpm	6.6 kg-m (65.4 Nm) @6,000 rpm	Wet sump	Electric	12 litres	5-speed/shaft	2,230/840/1,210 mm	1,520 mm	145 mm	211 kg	Telescopic forks - swinging arm	Disc - disc	3.50H19-4PR - 130/90-16 67H
XV535	4-stroke, SOHC 2 valve, V-type twin cylinder	535 cc	76.0 × 59.0 mm	46.2 PS (34 kW) @7,500 rpm	4.8 kg-m (47 Nm) @5,000 rpm	Wet sump	Electric	13.5 litres	5-speed/shaft	2,285/810/1,110 mm	1,520 mm	160 mm	182 kg	Telescopic forks - swinging arm	Disc - disc	3.00S19-4PR - 140/90-15M/C 70S
XC125	4-stroke, SOHC 2 valve, single cylinder	124 cc	49.0 × 66.0 mm	8.7 PS (6.4 kW) @8,000 rpm	0.9 kg-m (8.4 Nm) @5,500 rpm	Wet sump	Electric	7 litres	V-belt automatic/gear	1,895/650/1,115 mm	1,250 mm	110 mm	99 kg	Telescopic forks - unit swinging arm	Drum - drum	100/90-10 56J - 110/90-10 56J
SR125R	4-stroke, SOHC 2 valve, single cylinder	124 cc	57.0 × 48.8 mm	12 PS (8.8 kW) @8,500 rpm	1 kg-m (9.8 Nm) @8,000 rpm	Wet sump	Electric	10 litres	5-speed/chain	1,915/785/1,105 mm	1,280 mm	160 mm	104 kg	Telescopic forks - swinging arm	Drum - drum	3.00-17 4PR - 3.50-16 4PR
DT125R	2-stroke, liquid-cooled, crankcase reed-valve, single cylinder	124 cc	56.0 × 50.7 mm	12.2 PS (9 kW) @7,000 rpm	1.3 kg-m (13 Nm) @6,500 rpm	Autolube	Kick	10 litres	6-speed/chain	2,160/830/1,255 mm	1,415 mm	315 mm	109 kg	Telescopic forks - Monocross	Disc - disc	2.75-21 4PR - 4.10-18 4PR
TZR125	2-stroke, liquid-cooled, crankcase reed-valve, single cylinder	124 cc	56.4 × 50.0 mm	12.2 PS (9 kW) @7,500 rpm	1.2 kg-m (12.1 Nm) @7,000 rpm	Autolube	Kick	12 litres	6-speed/chain	2,025/695/1,005 mm	1,340 mm	140 mm	105 kg	Telescopic forks - Monocross	Disc - disc	90/80-17 46S - 100/90-18 56S
RXS100	2-stroke, Torque Induction, single cylinder	98 cc	50.0 × 50.0 mm	12.2 PS (9 kW) @8,500 rpm	1.1 kg-m (10.5 Nm) @8,000 rpm	Autolube	Kick	9 litres	5-speed/chain	1,910/730/1,040 mm	1,240 mm	150 mm	94 kg	Telescopic forks - swinging arm	Drum - drum	2.75-18 4PR - 3.00-18 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 litres	4-speed/shaft	1,860/670/1,050 mm	1,180 mm	130 mm	81 kg	Bottom link - swinging arm	Drum - drum	2.50-17 4PR - 2.50-17 4PR
CW50T BW'S	2-stroke, Torque Induction, single cylinder	49 cc	40.0 × 39.2 mm	4.5 PS (3.3 kW) @6,500 rpm	0.5 kg-m (5 Nm) @5,000 rpm	Autolube	Electric and kick	3.3 litres	V-belt automatic/gear	1,735/630/1,055 mm	1,170 mm	125 mm	69 kg	Telescopic forks - unit swinging arm	Drum - drum	120/90-10 54J - 130/90-10 59J
CY50 JOG-IN	2-stroke, Torque Induction, single cylinder	49 cc	40.0 × 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 litres	V-belt automatic/gear	1,645/630/980 mm	1,115 mm	80 mm	62 kg	Telescopic forks - unit swinging arm	Drum - drum	80/90-10 34J - 80/90-10 34J
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 litres	V-belt automatic/gear	1,610/625/985 mm	1,115 mm	95 mm	58 kg	Telescopic forks - unit swinging arm	Drum - drum	3.00-10 4PR - 3.00-10 4PR
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	Electric	2.3 litres	Automatic/shaft	1,545/660/1,010 mm	1,050 mm	110 mm	45 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 × 39.7 mm	3 PS (2.2 kW) @5,500 rpm	0.42 kg-m (4.1 Nm) @5,000 rpm	Autolube	Kick	8.5 litres	5-speed/chain	2,090/835/1,130 mm	1,280 mm	260 mm	81 kg	Telescopic forks - Monocross	Drum - drum	2.50-21 4PR - 3.00-18 4PR
RT100	2-stroke, Torque Induction, single cylinder	97 cc	52.0 × 45.6 mm	8.5 PS (6.3 kW) @7,000 rpm	0.87 kg-m (8.5 Nm) @6,500 rpm	Autolube	Kick	4.5 litres	5-speed/chain	1,795/760/960 mm	1,190 mm	200 mm	77 kg	Telescopic forks - swinging arm	Drum - drum	2.50-18 4PR - 3.00-16 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 (6.27 Nm) @5,000 rpm	Autolube	Kick	4.9 litres	3-speed, centrifugal clutch/chain	1,540/640/880 mm	1,055 mm	185 mm	57 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 PS (2.2 kW) @5,500 rpm	0.43 kg-m (4.2 Nm) @4,500 rpm	Autolube	Kick	2 litres	Automatic/shaft	1,245/575/715 mm	855 mm	105 mm	37 kg	Telescopic forks - unit swinging arm	Drum - drum	2.50-10 4PR - 2.50-10 4PR
YFM80	4-stroke, SOHC 2 valve, single cylinder	79 cc	47.0 × 45.6 mm	6.8 PS (5 kW) @7,500 rpm	0.87 kg-m (8.57 Nm) @6,000 rpm	Wet sump	Electric	6.8 litres	3-speed centrifugal clutch/shaft	1,520/825/960 mm	1,030 mm	100 mm	110 kg	Leading arm - swinging arm	Drum - drum	AT18 × 7-7 - AT18 × 8-7

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.

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