

TY350



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EXPLORE YOUR OUTER LIMITS.

There is probably no more demanding form of motorcycle riding than trials. It requires the utmost in concentration and control. Indeed, so specialised is this sport and the equipment for it that few makers have attempted to build trials motorcycles...much less equipment capable of winning.

The TY350 represents Yamaha's entry into the field of world class trials motorcycles. Its design and execution reflects Yamaha's winning background in virtually every area of motorcycle competition. From an engineering standpoint, it's a showcase of Yamaha technology.

Powered by a 341cc reed-valve two-stroke, its torque peak is an amazingly low 2500 rpm for instant response to the most delicate throttle applications. The result is controllable traction without unwanted wheelspin. The lowest four speeds of the 6-speed gearbox are close-spaced, with a gear for every situation. The top two speeds are wider spaced for higher speeds.

The TY350 is the intelligent choice by virtue of its fantastic suspension alone. Yamaha's unique

Monocross suspension controls the rear wheel. This not only gives the ultimate in rear wheel control with rising-rate damping and long travel, it forever eliminates bent rear shocks. And all this in a remarkably narrow, lightweight design. Up front, 36mm forks and tapered roller bearings in the steering head ensure precision manoeuvring.

Overall design has been optimized for a slim, clean profile. The front axle is hollow and flush with the fork sliders. And the narrow brake design features an internal cam lever that can't get bent on obstacles. Even the kick start design saves one inch in overall width. The fuel tank, side covers, seat unit and fender are lightweight, flexible molded polypropylene for amazing durability. The result is a machine weighing under 86 kg.

To make sure it was ready for you, we used it to win the tough Scottish Six Days and took it to first and second in the Manx Two Day Trial.

Throw a leg over the TY350 and discover your outer limits.

Headlight unit removable in seconds with quick detach rubber mounts.

Sturdy 36 mm forks provide 180 mm of travel. Tapered roller bearings in steering head, 23° caster and 49 mm trail result in quick, precise steering tigtovers.

Yamaha's Z-spoke design keeps wheels straight and true through the roughest going.

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Hollow wheel axle eliminates protrusion beyond fork legs. Cast alloy hubs and magnesium brake plate contribute to extremely low unsprung weight.

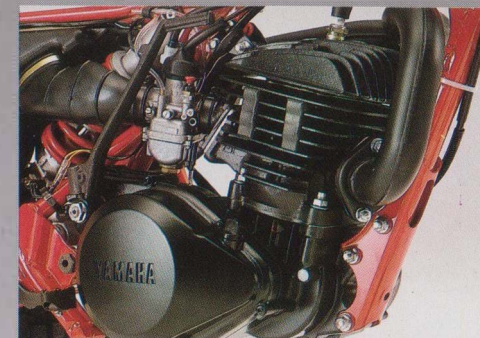
Front brake line indicator allows checking.



Speedometer/odometer is standard equipment, very accurate and easily removable.

The diamond-pattern frame uses the engine as a stressed component and is triangulated as other stress points for maximum rigidity. Light, and uncommonly slim, it is constructed in high-tensile steel tubing.

Short exhaust system includes light aluminium muffler and is tucked in close for a minimum profile.



TWO-STROKE 341CC REED-VALVE SINGLE

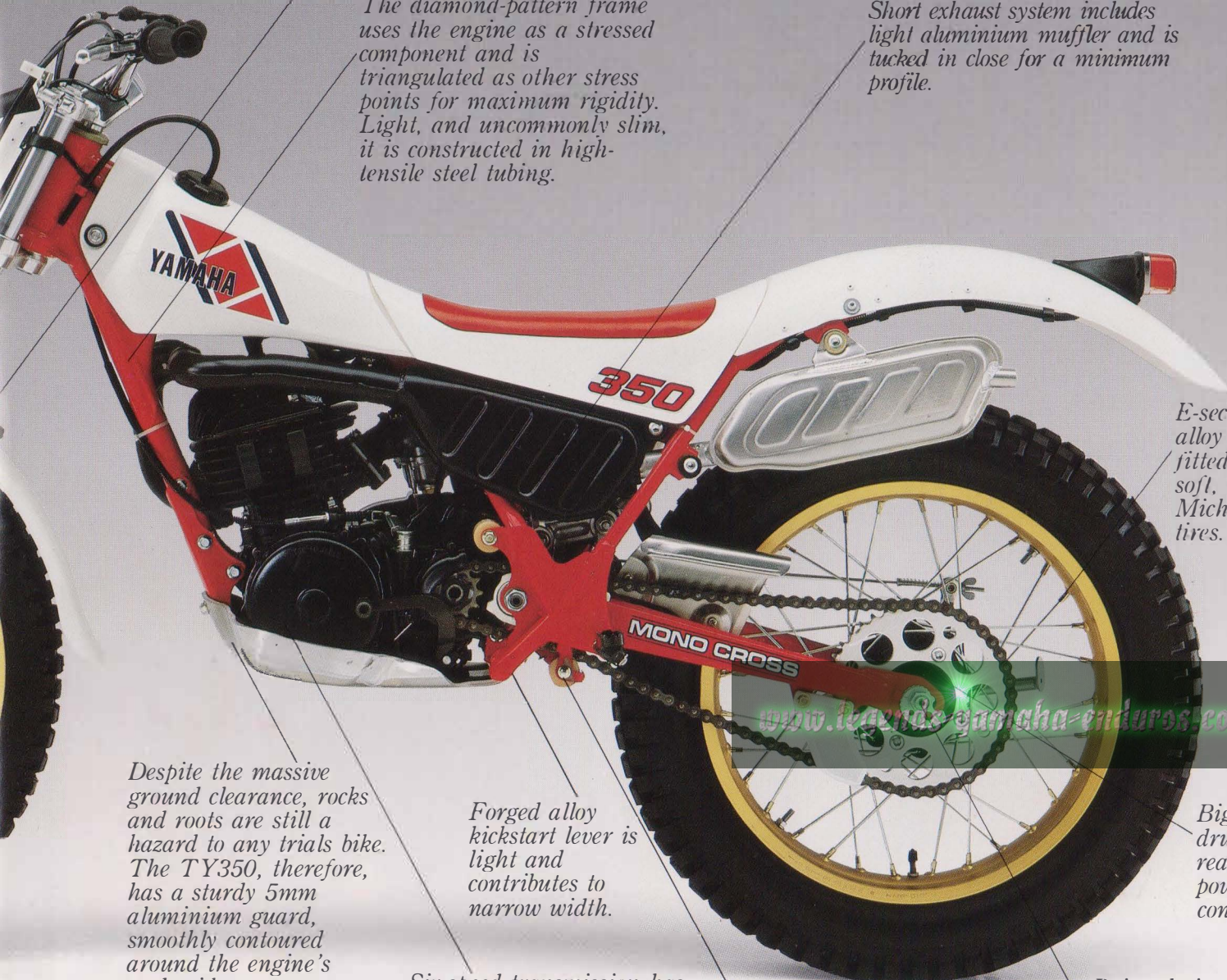
Engineered to deliver smooth power over a broad band, the TY350 puts out maximum torque at 2500 rpm. The small, 26mm carburettor ensures maximum velocity of the incoming fuel/air mixture for more low-end torque. The CD ignition uses a heavy, full-circle flywheel to slow rpm buildup and give more flywheel effect. Combustion chamber layout features a squish band designed for low rpm power, and the bore of the all-aluminium cylinder is chrome plated to reduce weight and improve heat dispersion characteristics.

E-section shaped alloy rims are fitted with ultra soft, high grip Michelin trials tires.

MONOCROSS SUSPENSION

Yamaha's Monocross suspension features rising rate linkage and a De Carbon-type gasoil shock with six-way adjustable spring preload and 160mm of rear wheel travel. The box section aluminium swing arm is narrow, light and strong. Weight is low and centered for optimum balance and handling.

Big, 110 mm drum brake on rear provides powerful, controllable stops.



Despite the massive ground clearance, rocks and roots are still a hazard to any trials bike. The TY350, therefore, has a sturdy 5mm aluminium guard, smoothly contoured around the engine's underside.

Forged alloy kickstart lever is light and contributes to narrow width.

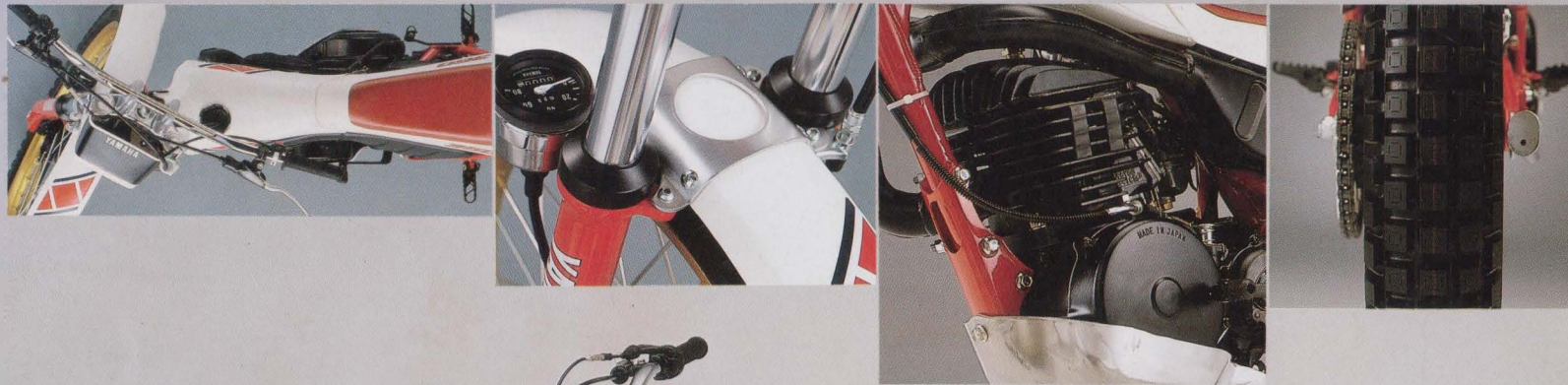
Six-speed transmission has four close ratio bottom gears and two wider ratios above. Minimal free play of gear dogs virtually eliminates clutch-out, low speed snatch.

Slide-type chain tensioner keeps the durable chain taut for quick throttle response without snatch.

Drive chain features snail cam type adjustment and slider type self tensioner to effectively eliminate lag and optimize power transfer control.

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TY350 SPECIFICATION ENGINE

Type 2-stroke, single
 Displacement 341 cc
 Bore and stroke 80.0 x 68.0 mm
 Compression ratio 5.6 : 1
 Lubrication Pre-mix
 Carburetion Y26P
 Ignition C.D.I.
 Starter system Kick
 Fuel tank capacity 3.5 l
 Transmission 6-speed
 Final transmission Chain drive

CHASSIS

Overall length 2,025 mm
 Overall width 805 mm
 Overall height 1,085 mm
 Seat height 745 mm
 Wheelbase 1,320 mm
 Ground clearance 325 mm
 Dry weight 86 kg
 Suspension

Front Telescopic forks
 Rear Monocross suspension

Brakes

Front Drum
 Rear Drum

Tyres

Front 2.75-21-4PR
 Rear 4.00-18-4PR

Specifications and appearance of Yamaha motorcycles shown in this catalog may differ according to local requirements and conditions and are subject to change without notice. For further details, please consult your Yamaha dealer.

Always wear a helmet and eye protection.

Stoney Creek Motorcycles Pty. Ltd.
 100 R. STONEY CREEK & PREDDYS RD.
 BEXLEY, 2207
 ..02-3801, 502-3322, 50-7833, 50-9575

