



**Meeting
 The Challenge
 Together**

Canadian Dealer Shows

For the upcoming season Yamaha Motor Canada held two regional Dealer Shows in early November, one in Vancouver, British Columbia for 171 Western Canadian Dealers as well as all Japan Trip Dealers and one Eastern Show held in Toronto, Ontario for 130 Eastern and French speaking Quebec Dealers.

The agenda included a Sunday evening 45 minute model audio visual presentation on a large 4 meter x 6 meter power screen.

Incorporated into the show were exciting "live" model reveals on many new '83 models.

Accompanying this powerful A/V presentation were speeches from Mr. Abe, President of YMCA, Mr. Nakagawa from YMC and Mr. Tony Cording, YMCA National Sales Manager. Speech themes were centered around the main show theme "Meeting the Challenge Together" with emphasis on upgrading the quality of Yamaha's business, especially in this year's difficult economic climate.

The star of the new model line-up shows was, as expected, the Venture and Venture Royale. Dealers showed their appreciation with a standing ovation. As well, many other new models were very well accepted leading many dealers to comment this is Yamaha's best balanced line-up ever.

As part of each show, YMCA conducted several audio visual seminars focusing on Sales, Parts, Accessories and Advertising Programs and Policies. In these shows were A/V presentations on two Yamaha Dealers who were very successful this past season with special programs on Learn to Ride and Special Scooter Promotions.

As well as motorcycles, trimotos and scooters, the all new line of outboards were also introduced and displayed to all attending dealers.

In summary, Yamaha Dealers and Yamaha Motor Canada alike were left with a feeling of confidence for a successful '83 Motorcycle selling season in Canada.

Yamaha in Reno US Dealer Convention
"All Together Now" for the 1983 season

Over 4,000 Yamaha dealers and dealership personnel attended the very successful Yamaha convention held by Yamaha Motor Corporation, USA in Reno, Nevada in early November. In the main presentation YMUS president, Mr. Kimura, expressed Yamaha's policies and strategies for the coming season. Mr. Kimura explained a "back to basics" approach to overcome the problems of these difficult economic times. The convention theme "Yamaha, All Together Now" reflected this comprehensive business plan and recognized the importance of Yamaha and its dealers working close together for a successful new season.

The stars of the meeting were the new Venture touring bikes. All dealers were very enthusiastic about the engineering, the styling, and the touring comforts built into these excellent new machines. The dealers were also particularly pleased to see the largest 4-stroke enduro TT600, the new 4-stroke Tri-Motos, the Virago 500, the Midnights, the Seca 900, the new

Vision, and the redesigned Maxim 750 and Virago 920.

After attending the main presentation and listening to the Yamaha business plan, studying the new motorcycles in the display area, gaining information from the seminars for the many support programs, and being re-charged by the motivational words of Joe Gizzard (the "world's greatest salesman"), the entire Yamaha dealer network left the convention enthusiastic and committed to the 1983 sales season.



Mr. Kimura, YMUS President



New model presentation begins!



The Virago 520



The Venture (XVZ12T)



The display area



The 4-stroke Tri-Moto range



Kenny Roberts and the Vision (XZ550)



Broc Glover on a YZ machine



Climax of the new model presentation





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The 1983 American Model Line-up

The TT600

More power on the ground

Power is what big-bore, 4-stroke dirt bikes are all about. But for 1983, that power has finally been matched by a chassis that incorporates motocross-proven technology. The result: the '83 Yamaha TT600.

Yamaha YZ motocross bikes with a single shock absorber adjustable for preload damping. The air-assisted front forks feature 43mm diameter fork tubes for good handling, aluminum sliders for light weight and a full 300mm of travel.

The Yamaha TT600 is prepared to the IT specifications of Yamaha's famous line of competition enduro bikes with a tool bag, rear fender with taillight, headlight and plastic fuel tank. It also has all the other great IT features, like quick-release axles, snail-cam chain adjusters, side-pull throttle, handgrip brush guards, lightweight wheels and an O-ring chain. The front brake incorporates double-leading shoes for extra stopping power and both brakes feature magnesium backing plates to reduce unsprung weight.

There's no question that the TT600 will offer the kind of off-road fun that you expect from a big four-stroke dirt bike. But this is one 4-stroke dirt bike that can put its power on the ground. So when you put your race helmet on, the TT600 is ready to perform.



An exciting terrain attacker

The TT600 is the right bike for dirt riders serious about 4-stroke performance. Yamaha's big SOHC single began the revival of enthusiasm for 4-stroke power in the dirt and now it's leading the way again with even more power. Based on the XT550 engine, the TT motor has been bored 3.0mm larger for a displacement of 595cc. There is more torque than ever before: 5.05kg-m/5,500rpm. Yamaha's unique Duo Intake System with its four-valve cylinder head and special two-barrel carburetor (1mm larger than the XT550's) ensure that the power is spread over a broad range. Yet the engine still produces power smoothly thanks to its single gear-driven counter-balancer.

In addition, the TT600 is lighter than the XT550's. An aluminum kick start arm and magnesium crankcase cover contribute to this weight reduction, as does comprehensive detailing of the engine's components themselves, especially the crankshaft and carburetor.

The TT600 also distributes its weight in the right places. It uses a dry sump oiling system (as big Yamaha singles always have) in order to locate the engine as low as possible in the frame for better handling without compromising ground clearance.

For '83, however, a new oil tank has been positioned above the swing-arm pivot for an even lower center of gravity and improved fore-and-aft weight distribution.

The Yamaha TT600 is the first large displacement, 4-stroke dirt bike to match its engine with a chassis that can claim true motocross sophistication. Every aspect of the chassis, from geometry to detailing, has been optimized for outstanding performance. The frame itself is constructed from high-tensile steel for maximum rigidity with no sacrifice in weight. For the same reason, the TT600 employs an extruded aluminum swing-arm.

The suspension pieces are just as sophisticated. The rear utilizes the same rising-rate Monocross system seen on the

TT600 SPECIFICATIONS

| | |
|-----------------------|---------------------------------|
| Engine | |
| Type | 4-stroke, SOHC, 4-valve, single |
| Displacement | 595 cc |
| Bore x stroke | 95.0 x 84.0 mm |
| Compression ratio | 8.5 : 1 |
| Maximum torque (DIN) | 5.05 kg-m (46.1 Nm)/ 5,500 rpm |
| Lubrication system | Dry sump |
| Oil tank capacity | 1.8 lit. |
| Starting system | Kick |
| Ignition system | C.D.I. |
| Transmission | 5-speed |
| Chassis | |
| Overall length | 2,210 mm |
| Overall width | 880 mm |
| Overall height | 1,240 mm |
| Wheelbase | 1,485 mm |
| Min. ground clearance | 300 mm |
| Dry weight | 123 kg |
| Fuel tank capacity | 11 lit. |
| Suspension (front) | Telescopic fork |
| Suspension (rear) | Monocross suspension |
| Tire (front) | 3.00-21-4PR |
| Tire (rear) | 150/80-18-4PR |
| Brake (front) | Drum |
| Brake (rear) | Drum |

*Specifications are subject to change without notice.

The Tri-Moto line-up YTM225DX/ YTM200E/ YTM200

A new dimension in 3-wheeling

For 1983 three new 4-stroke models have joined the already-popular Yamaha Tri-Moto line, to meet the needs of a rapidly growing number of three-wheel enthusiasts.

YTM225DX

At the top of the line is the new YTM225 Deluxe. This four-stroke Tri-Moto is the most versatile and deluxe machine designed for the kind of riding most enthusiasts prefer. It's a Tri-Moto built for fun, whether you're riding on a trail, sand dune or on the farm.

The heart of this new machine is a 223cc SOHC single derived from the XT200 engine. It features all the features three wheel enthusiasts have come to expect: electric starting, CD Ignition and a gear-driven engine balancer to smooth power delivery. It also has a special primary and secondary clutch system to make take-offs and shifting especially smooth. Yamaha's proven snorkel-type air intake keeps the engine running in wet and muddy conditions, while the ignition runs within a special engine oil bath to protect it in the worst of conditions.

The chassis of the YTM225 Deluxe is just as special. It uses a unique double-cradle frame for a wide rear track and sufficient weight over the front wheel for precise steering at low speeds and light handling at high speeds. A telescopic fork is naturally standard equipment, but the YTM225DX also features Monocross rear suspension with adjustable spring preload. Furthermore, the Deluxe has Yamaha's unique shaft drive system, for reliable, virtually maintenance-free power delivery. As with other Yamaha products, the details of the YTM225DX have been engineered just as carefully as the rest of the machine. The tires are wide, with aggressive tread patterns. The shift pattern locates neutral at the bottom for stumble-free shifting from

first to second. Also featured on it is a YZ-style seat.

YTM200E/YTM200

The YTM200E also comes with lots of standard features, but in this case they are designed exclusively for the utility market. The YTM200E is the workhorse of the Tri-Moto line.

Like the 225 engine, the YTM200E's single-cylinder four-stroke is derived from the XT200, and it has all the features necessary to make it both reliable and easy to live with, like CD Ignition, electric starting, snorkel-type air intake, a gear-driven engine balancer, and front suspension.

The chassis incorporates front and rear racks as standard equipment, plus a trailer hitch. The tires are specially designed for utility use. What isn't so obvious, however, are the things you can't see that make the YTM200E ideal for a working environment. For example, shaft-drive, with a rear-end ratio low enough for hauling heavy loads; a large 14 amp-hour battery, and a compact size that makes it easier to handle than the competition.

The standard Tri-Moto 200 is also a tough machine. It has plenty of low-speed torque, so it's easy to ride. It also has an automatic compression release connected to the recoil starter. Also the standard #520 O-ring chain with Yamaha's special chain adjustment system will provide long service with minimal maintenance. Overall, the YTM200 offers all the benefits of four-stroke power in a package that's easy to handle and easy to afford.



YTM200/YTM200E/YTM225DX SPECIFICATIONS

| | YTM200 | YTM200E | YTM225DX |
|-----------------------|---------------------------------|---------------------------------|-------------------------------|
| Engine | | | |
| Type | 4-stroke, SOHC, single | 4-stroke, SOHC, single | 4-stroke, SOHC, single |
| Displacement | 196.3 cc | 223 cc | 223 cc |
| Bore x stroke | 67.0 x 55.7 mm | 67.0 x 55.7 mm | 70.0 x 58.0 mm |
| Compression ratio | 8.5 : 1 | 8.5 : 1 | 8.8 : 1 |
| Maximum torque (DIN) | 1.80 kg-m (15.68 Nm)/ 6,000 rpm | 1.46 kg-m (14.31 Nm)/ 6,000 rpm | 1.6 kg-m (15.7 Nm)/ 6,000 rpm |
| Lubrication system | Wet sump | Wet sump | Wet sump |
| Oil tank capacity | 1.5 lit. | 1.5 lit. | 1.5 lit. |
| Starting system | Recoil hand starter | Electric | Electric |
| Ignition system | C.D.I. | C.D.I. | C.D.I. |
| Transmission | 5-speed | 5-speed | 5-speed |
| Chassis | | | |
| Overall length | 1,815 mm | 1,865 mm | 1,805 mm |
| Overall width | 990 mm | 1,050 mm | 1,020 mm |
| Overall height | 960 mm | 980 mm | 1,010 mm |
| Wheelbase | 1,120 mm | 1,150 mm | 1,150 mm |
| Min. ground clearance | 120 mm | 140 mm | 205 mm |
| Seat height | 707 mm | 725 mm | 720 mm |
| Dry weight | 125 kg | 146 kg | 144 kg |
| Fuel tank capacity | 9.0 lit. | 9.0 lit. | 9.0 lit. |
| Suspension (front) | Telescopic fork | Telescopic fork | Telescopic fork |
| Suspension (rear) | Rigid | Rigid | Monocross suspension |
| Tire (front) | 22 x 11-8 | 25 x 12-9 | 22 x 11-8 |
| Tire (rear) | 22 x 11-8 | 25 x 12-9 | 22 x 11-8 |
| Brake (front) | Drum | Drum | Drum |
| Brake (rear) | Disc | Disc | Disc |

*Specifications are subject to change without notice.