

YZ125/250/490



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THE INSIDE STORY ON THE '84 YZs.



On the surface, the YZ125, YZ250 and YZ490 look just like they did last year.

But don't let that fool you. Down deep where it really counts, they're brand-new motorcycles.

We've changed the grips, the exhaust pipes and practically everything in between.

But there's one thing that didn't change.

One thing that will never change.

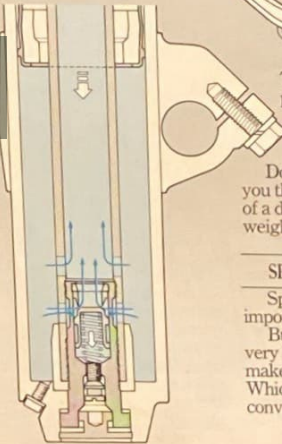
You'll still find the YZs in the same old place.

At the top of their class.

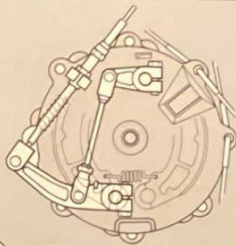
LEGS THAT WON'T QUIT.

The front forks are stronger and stiffer this year. So you'll rarely catch them flexing in corners.

And we gave them compression damping adjusters. Which means now you can get your front end in perfect tune with your rear.



OUR BABY'S GOT NEW SHOES.



This year the YZ125 has powerful double-leading-shoe front brake.

Just like its bigger brothers.

Double leading shoes give you the same stopping power of a disc without all the added weight.

SPEAKING OF SPOKES.

Spokes, of course, are very important.

But loose spokes can be very bad for your brakes and make your rims out of round. Which is why we don't use conventional spokes anymore.

We use Z-spokes.

They attach to the rim like ordinary spokes. But when they get to the hub, they zig-zag through it and go on to attach to the other side of the rim.



Conventional spokes need four points of attachment to do what Z-spokes do with two.

So Z-spokes have less chance of coming loose.



MORE SHOCKING NEWS.

Remember when Yamaha introduced the single shock rear suspension way back in 1977?

Well, we've been improving on it ever since.

Last year, our Monocross evolved into a true rising rate suspension with smooth, supple action over small bumps and stiff, solid response on the big ones.

How do you improve on that?

Like this:

First we moved the damping adjuster to the remote reservoir so you could get to it easier.

Then we made the swing arm lighter and stronger.

We also redesigned the lever ratio to make the spring rate and shock damping even more progressive.

All of which means that this year the rear wheel will stay on the ground longer than it ever has before.

And you know what that means. This year you can go faster than you ever have before.

TWO ENGINES ARE BETTER THAN ONE.

With a typical two-stroke engine, you have to set the exhaust port timing for one of two things: low-end torque or high-end speed. Or find a happy medium and lose a little on both ends.

We chose none of the above.

We came up with YPVS instead. The Yamaha Power Valve System. You'll find it on the YZ125 and YZ250.

The heart of YPVS is a cylindrical valve that's cut into the exhaust port. The valve is cut to match the shape of the port and rotates to reduce or increase the port height, which, in turn, changes the exhaust port timing.

Just twist the throttle and the YPVS automatically gives you plenty of torque at low rpm. And plenty of speed at high rpm. All the while improving overall power, combustion efficiency and gas mileage.

Pretty nifty.

But even YPVS can be improved upon.

THREE PORTS ARE BETTER THAN ONE.

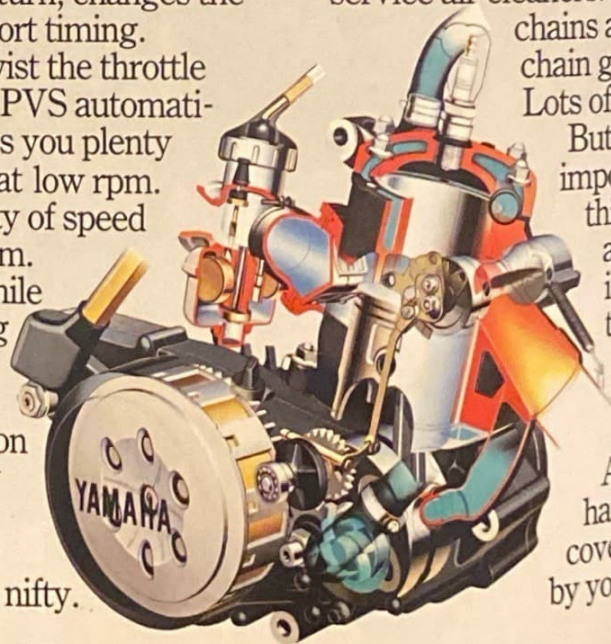
This year's YZ125 and YZ250 have two small auxiliary ports next to the main exhaust port, just like in our work bikes.

The small ports provide extra power in the low end and make the transition from low-end torque to high-end speed a whole lot smoother.

WHAT ELSE IS NEW?

Plenty. In the next three pages, we'll point out larger carburetors. Stronger frames. New CDI ignitions. New exhausts. Larger, easy-to-service air cleaners. Stronger chains and new chain guides. Lots of things.

But the most important thing about a Yamaha isn't anything new. It's the fun of winning. And you'll have to discover that all by yourself.



YZ125

Larger air cleaner gives the engine more power. And it's located on the side panel where it's easy to get at.

Our rising-rate Monocross suspension has been improved again for '84. The swing arm is lighter and stronger. And we redesigned the lever ratio to make the spring rate and shock damping even more progressive.

The Monoshock's damping adjuster has been moved to the remote reservoir so you can get to it quickly and easily.

Softer, more comfortable grips.

The exhaust pipe has been redesigned for more power and durability.

The 43mm diameter front forks are stronger this year and have compression damping adjusters so you can tune them for a multitude of track conditions.

New double-leading-shoe front brake for the ideal combination of stopping power and light weight.



The carburetor size has been increased to 36mm for an improved air-fuel mixture. And the redesigned CDI ignition is more durable and increases performance throughout the rpm range.

The Yamaha Power Valve System (YPVS) automatically adjusts exhaust timing for both high-end speed and low-end torque. This year we added two sub ports for even more power in the low-end and a smoother transition from low-end torque to high-end speed.

Z-spokes stay tighter than conventional spokes and weigh considerably less.

YZ250

Larger air cleaner gives the engine more power. And it's located on the side panel where it's easy to get at.

Our rising-rate Monocross suspension has been improved again for '84. The swing arm is lighter and stronger. And we redesigned the lever ratio to make the spring rate and shock damping even more progressive.

The Monoshock's damping adjuster has been moved to the remote reservoir so you can get to it quickly and easily.

This year, the YZ250 sports a completely redesigned frame for better handling and greater strength.

Softer, more comfortable grips.

The exhaust pipe has been redesigned for more power and durability.

The front forks are lighter, stronger this year and have compression damping adjusters so you can tune them for a multitude of track conditions.

New double-leading-shoe front brake for the ideal combination of stopping power and light weight.



A stronger chain moving through a new chain guide increases reliability.

This year's redesigned CDI ignition is more durable and improves performance throughout the rpm range.

The Yamaha Power Valve System (YPVS) automatically adjusts exhaust timing for both high-end speed and low-end torque. This year we added two sub ports for even more power in the low-end and a smoother transition from low-end torque to high-end speed.

Z-spokes stay tighter than conventional spokes and weigh considerably less.

YZ490

Larger air cleaner gives the engine more power. And it's located on the side panel where it's easy to get at.

Our rising-rate Monocross suspension has been improved again for '84. The swing arm is lighter and stronger. And we redesigned the lever ratio to make the spring rate and shock damping even more progressive.

The Monoshock's damping adjuster has been moved to the remote reservoir so you can get to it quickly and easily.

Softer, more comfortable grips.

New porting specs improve overall power and torque.

The front forks are lighter, stronger this year and have compression damping adjusters so you can tune them for a multitude of track conditions.

New double-leading-shoe front brake for the ideal combination of stopping power and light weight.



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While a bigger 40mm carburetor improves the air-fuel mixture, a new 8-reed intake smooths its path to the engine. The redesigned CDI ignition is more durable and increases performance throughout the rpm range.

This year, the YZ490 sports a completely redesigned frame for better handling and greater strength.

A stronger chain moving through a new chain guide increases reliability.

The exhaust pipe has been redesigned for more power and durability.

Z-spokes stay tighter than conventional spokes and weigh considerably less.

ENGINE	YZ125	YZ250	YZ490
Type	2-Stroke, Liquid Cooled, Y.P.V.S. Single	2-Stroke, Liquid Cooled, Y.P.V.S. Single	2-Stroke, Reed-Valve, Single
Displacement	123 cc	246 cc	487 cc
Bore and Stroke	56 × 50 mm	68 × 68 mm	87 × 82 mm
Compression Ratio	8.0 ~ 9.9 : 1	7.7 ~ 9.1 : 1	6.9 : 1
Maximum Torque	15.6 ft.-lb. (2.15 kg-m) @ 10,000 rpm	29 ft.-lb. (4.0 kg-m) @ 7,000 rpm	43.7 ft.-lb. (6.04 kg-m) @ 6,000 rpm
Carburetion	Mikuni VM36	Mikuni VM38	Mikuni VM 40SS
Ignition	Capacitor Discharge	Capacitor Discharge	Capacitor Discharge
Starting	Kick	Kick	Kick
Lubrication	Pre-Mix	Pre-Mix	Pre-Mix
Transmission	6-Speed	5-Speed	4-Speed
CHASSIS			
Overall Length	84.1" (2,135 mm)	85.4" (2,170 mm)	85.6" (2,175 mm)
Overall Width	33.5" (850 mm)	33.5" (850 mm)	33.5" (850 mm)
Overall Height	48.4" (1,230 mm)	48.0" (1,220 mm)	47.8" (1,215 mm)
Wheelbase	57.1" (1,450 mm)	57.9" (1,470 mm)	58.1" (1,475 mm)
Ground Clearance	13.8" (350 mm)	13.4" (340 mm)	13.2" (335 mm)
Seat Height	36.6" (930 mm)	37.4" (950 mm)	37.2" (945 mm)
Dry Weight	190 lb. (86.5 kg)	212 lb. (96.5 kg)	223 lb. (101.5 kg)
Fuel Tank Capacity	2.0 gal. (7.5 l)	2.2 gal. (8.5 l)	2.8 gal. (10.5 l)
Suspension			
Front	Telescopic Fork	Telescopic Fork	Telescopic Fork
Rear	Swingarm with Monoshock	Swingarm with Monoshock	Swingarm with Monoshock
Brakes			
Front	Drum with Double Leading Shoe	Drum with Double Leading Shoe	Drum with Double Leading Shoe
Rear	Drum	Drum	Drum
Tires			
Front	90/90-21	90/90-21	100/90-21
Rear	120/80-18	130/80-18	140/80-18
Coloring	Competition Yellow	Competition Yellow	Competition Yellow

Always wear a helmet and eye protection. Specifications are subject to change without notice.

YAMAHA
Built for the fun of it.™