

YAMAHA TY250



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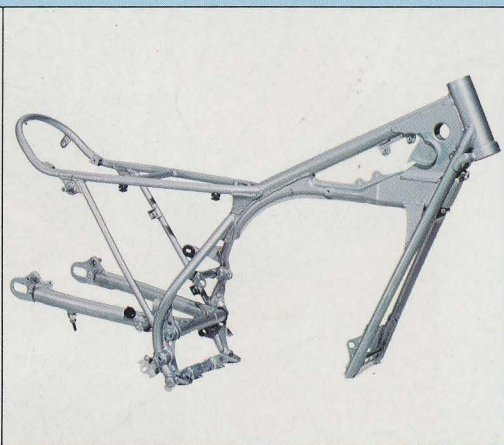
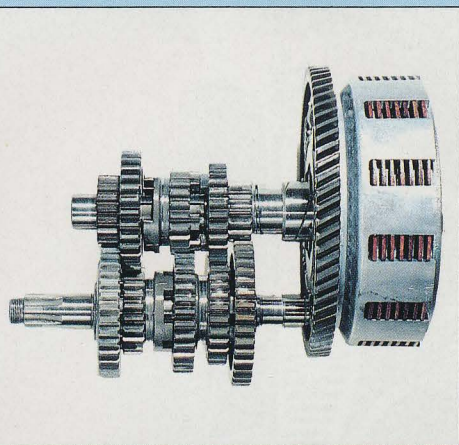
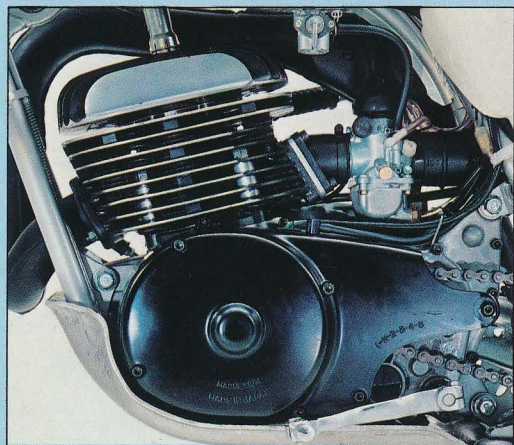
Feet Up Winner All The Way

Developed by top Yamaha works rider Mick Andrews, the TY250 stands in the winner's circle from the moment you inspect it in your dealer's showroom.

Of super-slim design, the machine contains all the features demanded by top trials riders everywhere in the world.

The engine contains specially designed flywheel and crankshaft assemblies that have given the TY250 its place in

trials history as a number one machine. Trials riding itself demands a tough, independent approach, top-line physical ability and dedication. This TY250 Trials machine matches each of those points with its own technical advantages, further enhanced by the outstanding engineering ability that lies behind the name on the tank—YAMAHA.



Engine

A single-cylinder, 2-stroke with a scientifically determined piston design carefully matched to induction and exhaust ports. Again Yamaha prove that their two-stroke design expertise can produce an engine which provides power when most other trials units would have stalled.

Utilizing high grade lightweight metals and the most modern assembly techniques, the TY250 engine is lubricated by Yamaha's patented Autolube system, providing a precisely metred quantity of clean oil from a separate tank. This system, together with the Reed Valve Torque-Induction system, gives the engine a smoothly uniform throttle response over its entire power band.

Transmission

Five widely spaced ratios in the TY250 gear-box provide 5 ratios, perfect for every known type of trials-going. The upper ratios match the power outputs of the engine to perfection to enable time-schedules on road or trail between sections to be easily maintained. Top trials rider thinking is evident in the gear change pedal which folds away if it comes into contact with a rock or perhaps a tree root. This ensures that the machine will not be knocked out of gear.

Frame

Strength with lightness was the design challenge put to Yamaha when the TY250 was being developed by Mick Andrews. Together, Mick and the design team evolved the diamond-type frame for the TY250. Of slender high-tensile steel tubing, the frame can take every punishment that the tough terrain on any trial can throw at it. Many aspects of Mick Andrew's careful development work are readily apparent throughout the TY250, and especially notable is the

very slim and strong frame of this machine, acknowledged by experts as close to perfection.

Rear Shock Absorbers

Superbly responsive hydraulic rear shock absorbers have been tuned for trials work. Readily adjustable to 5 different settings, the shock absorbers are more than adequate for every known aspect of trials-going.

Special Features

Yamaha's trials machines have many special features developed by the world's top riders and adapted on the competition machine production lines in Japan.

Check out the well-protected street-legal speedometer behind the left-hand fork leg. The entire ignition system has been designed to guarantee a large efficient spark at ultra-low speeds and the crankshaft-mounted magneto aids the overall flywheel effect.

A rear chain tensioner automatically absorbs any slack in the chain and so prolongs chain-life as well as aiding positive rider-control at all the infinitely variable speeds which are called for from every trials machine. The large-diameter tube for the rear swinging arm contains an oil reservoir for a neat chain oiler.

The whole underside of the frame and engine are protected by a rugged light-aluminium "bash plate". The moulded aluminium plate absorbs all shock contact and on really difficult terrain, prevents the machine from sinking into deep mud.

A silencing system designed to protect the environment and to maintain perfect peace during countryside use is a natural Yamaha feature, for, as far as trials are concerned, "less sound means more ground".

SPECIFICATIONS

ENGINE

Type 2-stroke, Torque Induction, Single
 Displacement 246 cc
 Bore & Stroke 70×64 mm
 Compression ratio 6.4 : 1
 Lubrication system Autolube
 Starting system Primary kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 5-speed
 Carburettor VM26SS
 Clutch Multi plate, wet
 Battery 6 V, 4 AH
 Ignition type Magneto, CB/Coil

DIMENSIONS

Overall length 2,015 mm
 Overall width 840 mm
 Overall height 1,125 mm
 Seat height 760 mm
 Wheelbase 1,295 mm
 Weight (net) 97 kg
 Fuel tank capacity 5.0 lit.
 Oil tank capacity 0.35 lit.
 Tires front 2.75-21-4PR
 rear 4.00-18-4PR
 Brakes front Drum
 rear Drum

* Specifications subject to change without notice.

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