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Mick Andrews likes the new TY250 Trials. He should. We built it to his personal specifications



# Introducing the first slow Yamaha.



The new Yamaha TY250 Trials and TY80 MiniTrials.

In designing our first trials bike, Yamaha engineers came up with some novel ideas: They utilized the engine as a structural component to reduce weight. And to lower the center of gravity without lowering ground clearance. Then bulletproofed it with a wraparound fiberglass bash-plate. Wherever possible, they saved weight by using polypropylene or aluminum alloy. Even the ignition and Autolube® systems are special ultra-light units.

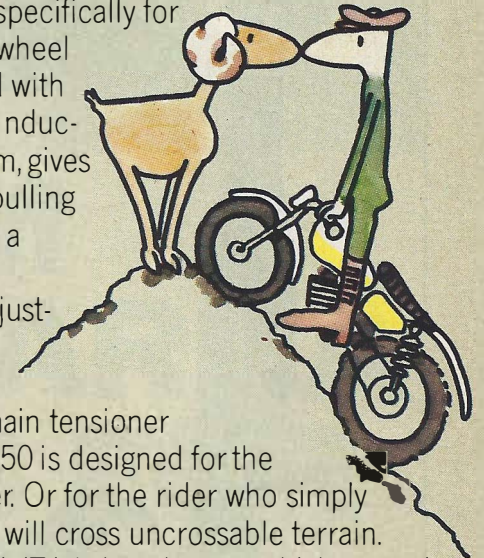
But when the engineers were finished, Mick Andrews was just getting started. (What better person to fine-tune a new trials bike than the World Trials Champion?) Mick moved the footpegs

sixteen times. Tried dozens of different combinations of front fork springs. Experimented for months to find exactly the right gear ratios and brake feel. He didn't stop until he had the bike he wanted to defend his championship with.

The engine, like all the other components on the TY250, was built specifically for trials. Its large flywheel design, combined with Yamaha's Torque Induction® intake system, gives it the low speed pulling characteristics of a bulldozer.

From the adjustable alloy fork crowns to the ingenious rear chain tensioner and oiler, the TY250 is designed for the serious trials rider. Or for the rider who simply wants a bike that will cross uncrossable terrain.

The TY80 MiniTrials has the same high ground clearance, low center of gravity configuration as its bigger brother.



The same ultralight components. The same precise low speed balance and control.

Trials riding is unquestionably the best place for young riders to learn off-road riding technique. And the TY80 is unquestionably the best machine to do it on.



**TY250  
Trials**



**TY80  
MiniTrials**

**Someday,  
you'll own a Yamaha.**

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