

# TY250



# The 1977 TY 250...A sure-footed trials machine for the fine art of going slow.

The TY 250 was designed to go slow. There are many reasons why the world's premier trials bike rides best at low speeds, under control, over and around obstacles.

First, it is an ultralight machine. The frame is lightweight, yet durable. The hubs and rims are aluminum alloy and the fenders are polypropylene. There is an aluminum bashplate for engine protection. And even the gas tank, ignition and Autolube systems are special lightweight units.

Next, the TY 250 handles beautifully, especially at low speeds. It excels in riding over rocks and logs, through the forests and streams, up and down hills, because its trials front forks and rear shocks have extremely soft damping action. A narrow saddle and very narrow crankcase make for comfortable riding when you're up on the pegs, and allow you to slip

between all kinds of obstacles. And the TY 250's low center of gravity, high ground clearance and center-mount exhaust system also help in controlling the motorcycle for the ups and downs of trials riding.

Third, the TY 250's engine was built especially for trials. It has a five-speed transmission with evenly spaced gears, especially for trials, the lower gears are close-ratio to give the proper gear for each rough section of the course. High gear gives you a good top speed when the trail opens up.

Its large flywheel design, with extra weight around its outer edge, is combined with Yamaha's Torque Induction intake system to give the TY 250 the low

speed pulling characteristics of a bulldozer. And engine cooling is provided by large cylinder head fins for faster heat dissipation.

The 1977 TY 250. It has a reputation for going slow better than anything else.

**When you know how they're built, you'll buy a Yamaha.**



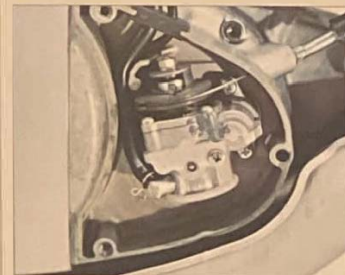
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Torque Induction utilizes reed valves to prevent carburetor blowback. The result is more horsepower, particularly at low rpms. The low speed torque is further enhanced by the flywheel weight.



Trials front forks have extremely soft damping action. This aids the handling over various terrain, as do the rear shocks, and ultralight frame, hubs, rims, fenders and gas tank.

Autolube, another Yamaha innovation, automatically adjusts the flow of oil into the fuel mixture, a convenience which contributes to increased engine life.



Slim trials saddle and narrow crankcase allow comfort, even when you're up on the pegs, and allow you to slip between obstacles.

Five-speed trials transmission helps the engine pull harder at low speeds. It has a short-throw lever for quick, positive shifts.



Center-mount exhaust system is routed out of the way under the padded saddle, for more protection from trials obstacles. A tuned silencer reduces noise without affecting performance.

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**TY 250**

**ENGINE**

Type ..... 2-stroke, single  
 Displacement ..... 246 cc  
 Bore and Stroke ..... 70 x 64 mm  
 Compression ratio ..... 6.0 : 1  
 Maximum torque ..... 15.2 ft.-lbs. @ 5,500 rpm  
 Carburetion ..... (1) Mikuni VM26SS  
 Ignition ..... Flywheel magneto  
 Starting ..... Kick  
 Lubrication ..... Autolube  
 Transmission ..... 5-speed

**CHASSIS**

Overall length ..... 78.1"  
 Overall width ..... 32.9"  
 Overall height ..... 43.7"  
 Wheelbase ..... 51.0"  
 Ground clearance ..... 11.0"  
 Dry weight ..... 205 lbs.  
 Fuel tank capacity ..... 1.3 gals.  
 Oil tank capacity ..... 0.37 qts.

**Suspension**

Front ..... Telescopic forks  
 Rear ..... Swing arm

**Brakes**

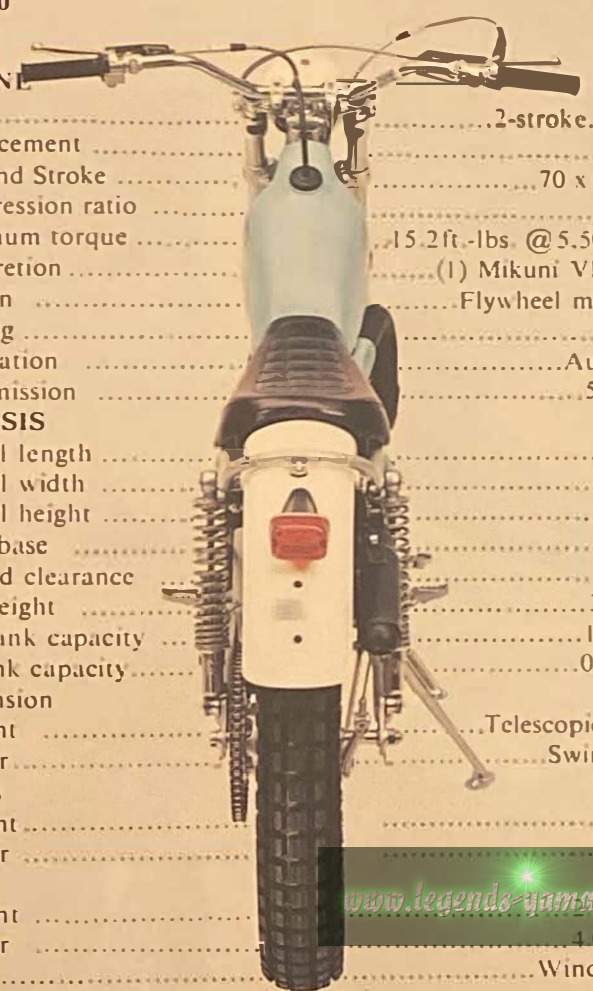
Front ..... Drum  
 Rear ..... Drum

**Tires**

Front ..... 17.5 x 17  
 Rear ..... 4.00 x 18

Color ..... Windy blue

Specifications subject to change without notice.



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Someday, you'll own a Yamaha. 77