

YAMAHA Enduro 175MX



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THE YAMAHA ENDURO 175MX - A LIGHT

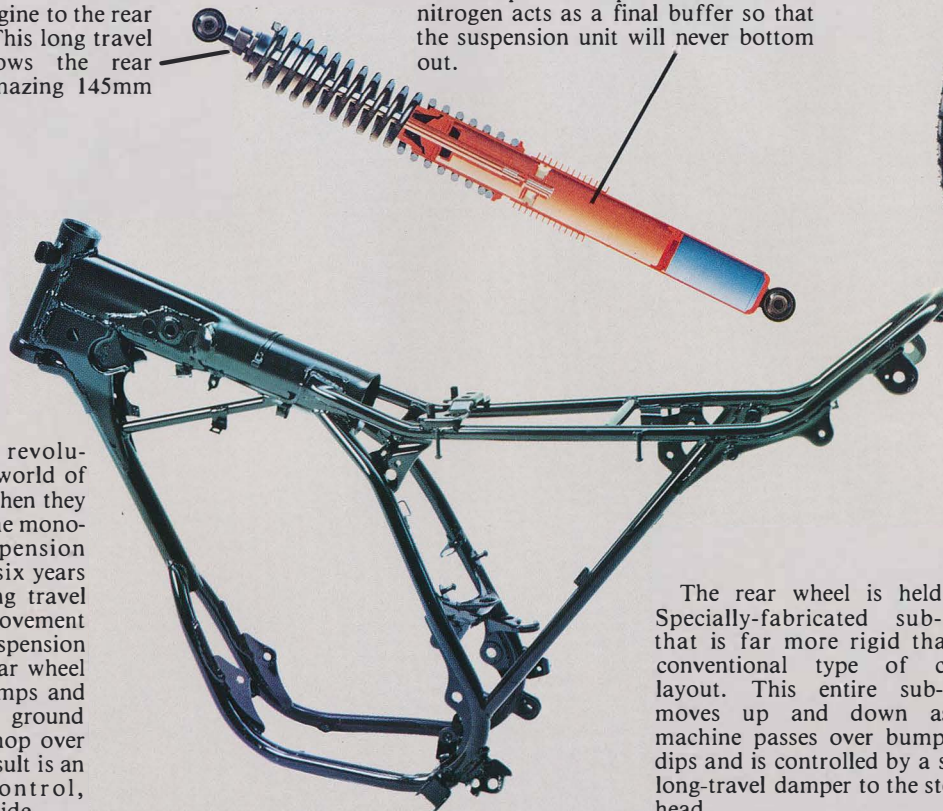
The Yamaha Enduro 175MX is intended to bridge the gap between lightweight and middleweight. Between the 125cm³ models on one hand and the heavier 250cm³ class machines.

To all intents and purposes the Enduro 175MX is the same machine as its smaller 125cm³ brother. It shares all of the same race-bred engineering inherited from the Yamaha Grand Prix-winning moto cross racers ridden by such stars as World Championship contender, Gerard Rond of Holland and American Championship winners, Bob Hannah and Broc Glover.

The monocross suspension movement is controlled by a single, long damper unit which runs from the steering head of the machine right across the top of the engine to the rear sub-frame. This long travel damper allows the rear wheel an amazing 145mm of travel!

Damping action is governed by the use of both gas and oil within the special Yamaha unit. Oil handles the normal damping functions as the suspension works up and down over the bumps but a pressurised cell of nitrogen acts as a final buffer so that the suspension unit will never bottom out.

Yamaha revolutionised the world of suspension when they introduced the monocross suspension system over six years ago. The long travel and slow movement of the suspension allows the rear wheel to follow bumps and dips in the ground rather than hop over them. The result is an easier-to-control, faster, safer ride.



The rear wheel is held in a Specially-fabricated sub-frame that is far more rigid than the conventional type of chassis layout. This entire sub-frame moves up and down as the machine passes over bumps and dips and is controlled by a single, long-travel damper to the steering head.

Where the difference lies is in those extra 50 cubic centimetres of engine capacity. This gives the Enduro 175MX a bonus in torque which will appeal to those riders who prefer the punch of a big bike but without the added weight penalty.

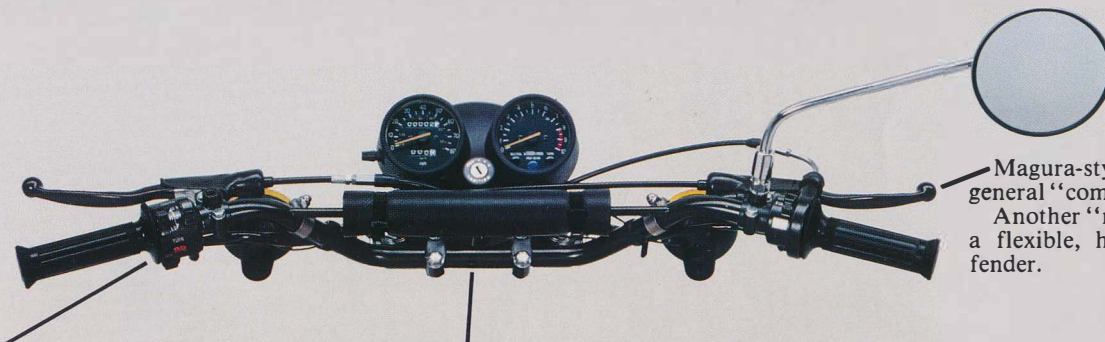
That extra torque makes the Enduro 175MX a superb little performer on either street or trail.

Without any modification whatsoever it is a machine that can provide both exciting road riding along with trophy-winning potential in off-road events.



WEIGHT WITH A HEAVYWEIGHT PUNCH

Though it is an Enduro machine capable of winning awards in off-road competition, the Yamaha EnduroMX is also completely legal for road use in every respect. At the rider's fingertips are controls for lights, horn, dipswitch and turn signals.



Magura-style levers add to the general "competition" styling. Another "racey" touch is the use of a flexible, high-level, louvred front fender.

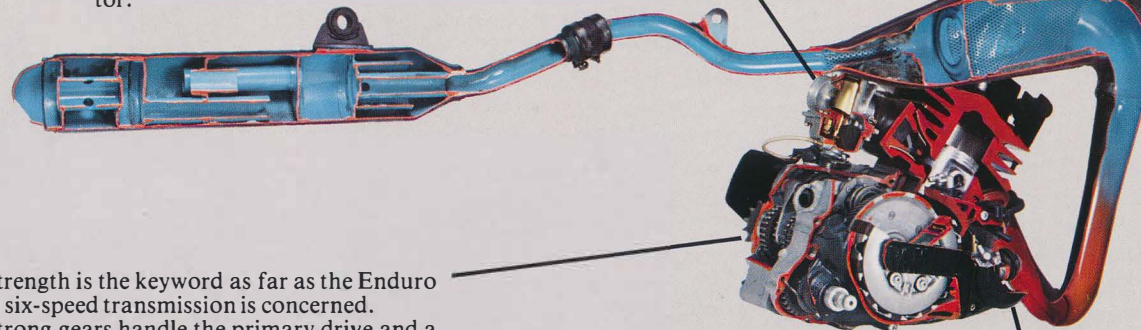
The Enduro MX has full instrumentation including speedometer and tachometer. Padded handlebar brace will protect the rider in the unfortunate even of a fall.

Exhaust system of the Enduro MX is a high level competition pipe incorporating an expansion chamber for maximum horsepower but fully-silenced into the bargain. It is mounted well out of harm's way, sweeping up over the top of the engine to avoid contact with

rocks, tree roots and so on. The pipe runs over the right hand side of the engine and then crosses over to outlet on the left, thus keeping the bike's profile as narrow as possible and avoiding the rider's legs.

The famous Yamaha Torque Induction is one of the reasons for the smooth power of the Enduro engine unit. A specially-cast block fits between the Mikuni carburettor and the single-cylinder engine, containing flexible reeds mounted in the block by one end.

These open to allow in the incoming fuel then spring firmly closed to prevent blow-backs into the carburettor.

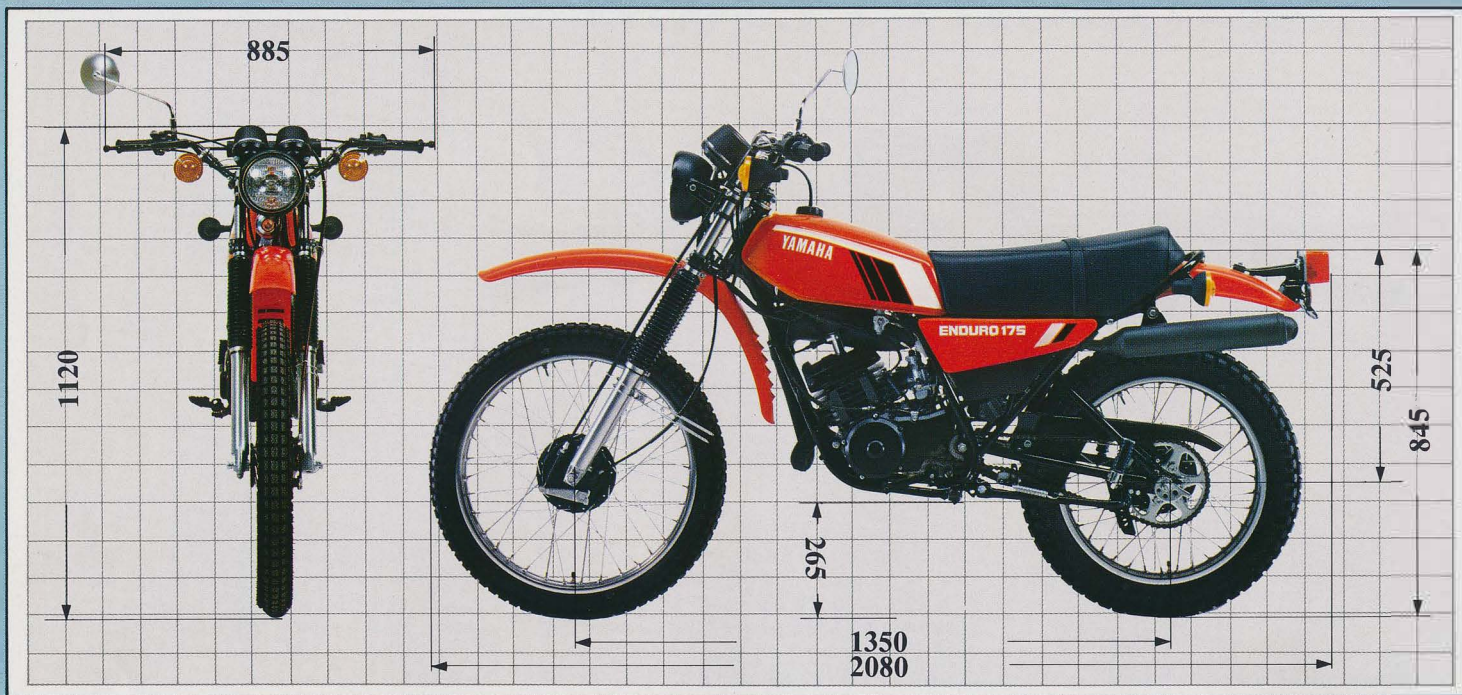


Strength is the keyword as far as the Enduro MX six-speed transmission is concerned.

Strong gears handle the primary drive and a tough, five-plate clutch is fitted to take the abuse that trail riding sometimes hands out in this department. Gear ratios are widely spaced to accommodate the demands of both the open road and the low-g geared work in the ultra-tough stuff.

In common with the rest of the Yamaha two-stroke range, the Enduro MX models utilise the well-proven and justly-famous Yamaha Autolube oiling system. Oil is drawn from a separate tank to the petrol and pressure fed via a pump to the engine.





**ENDURO 175MX
SPECIFICATIONS**

ENGINE

Type 2-stroke, Torque Induction, Single
 Displacement 171 cm³
 Bore & Stroke 66.0 × 50.0 mm
 Compression ratio 6.8 : 1
 Max. horsepower 15.0 HP (11.0 kW)
 @ 7,000 rev/min
 Max. torque 1.64 kg-m (16.0 Nm)
 @ 6,500 rev/min
 Lubrication system Autolube
 Starting system Primary kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 6-speed
 Carburettor VM24SS
 Clutch Multi-plate, wet
 Battery 6V, 6AH
 Charging system Flywheel magneto
 Ignition type C.D.I.

DIMENSIONS

Overall length 2,080 mm
 Overall width 885 mm
 Overall height 1,120 mm
 Wheelbase 1,350 mm
 Min. Ground clearance 265 mm
 Seat height 845 mm
 Front fork travel 180 mm
 Rear wheel travel 145 mm
 Weight (net) 99 kg
 Fuel tank capacity 7.0 lit.
 Oil tank capacity 1.0 lit.
 Tires front 2.75-21-4PR
 rear 3.50-18-4PR
 Brakes front Drum
 rear Drum

**Specifications subject to change without notice.*

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