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**MOTOCROSS  
OFF-ROAD  
DUAL-PURPOSE**





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## WHAT DO YOU DO WHEN THERE'S NOTHING LEFT TO PROVE? IMPROVE.

In the world of professional motocross, you can never totally relax. Even soaring 60 feet in the air, you're looking ahead to the next obstacle—and the one after that. So although we've snared the AMA Supercross Championship two years in a row, the YZ testing crew kept looking ahead—designing, engineering, pushing and prodding to make a bike that does precisely what you want it to, precisely when you want it to. The result? Not only have we succeeded; we're about to shake up the way you think about motocross technology...once again.

## MOTOCROSS



## LET THE REVOLUTION BEGIN.

### A BILATERAL BEAM FRAME

The culmination of decades of motocross experience, this amazing structure is comprised of 16 pieces of aluminum, either forged, cast, hydroformed or extruded.

### B REARWARD SLANTED ENGINE

Bringing the bike's mass closer to its center means less resistance to direction changes, providing an ultra-light feel, and making room for a revolutionary intake/exhaust system.

### C LONG-TRAVEL REAR SUSPENSION

A redesigned KYB shock out back carries more fluid in a larger reservoir, and uses a bigger piston for greater consistency through 12.4 full inches of plush travel.

### D THE BALANCE OF POWER HAS SHIFTED

Moving the airbox to the front of the engine let the engineers move the fuel tank lower and rearward; the reward is even greater mass concentration for increased flickability and an ultra-light feel.

### E FOUR-VALVE HEAD

Four titanium valves, fuel injection, higher compression, a shorter stroke and 12mm crank offset are just a few reasons why this YZ450F not only has the perfect power delivery for motocross, but is the most powerful YZ ever.

### F MORE BUMP ABSORPTION

Ten millimeters more stroke and increased fluid capacity in the KYB fork, along with new clamps and geometry, provide the next level of bump absorption, tracking and front-end feel.



## INDUSTRY CHANGING INNOVATIONS

1972 DT-2X with "Torque Induction," or reed valve induction—goes on to be used on every two-stroke motocrosser.

1975 YZ250 with "Monocross" rear suspension lays down the basic framework of the modern motocross machine.

1981 YZ125—first liquid-cooled Yamaha motocrosser keeps its engine cool with an aluminum radiator mounted to its top triple clamp.

1982 YZ125 debuts Yamaha's first linkage-type rear suspension and Yamaha Power Valve System for a much broader two-stroke powerband.

1987 YZM500, world's first aluminum frame factory motocrosser, debuts in the World GP. Data gathered from racing leads to further frame technology.

1998 YZ400F—world's first production 4-stroke motocrosser becomes the first 4-stroke ever to win the AMA 250 title, under Doug Henry. Meanwhile, Jeremy McGrath wins the Supercross title on YZ250.

2001 YZ250F—The world's first 250 4-stroke wins the 125cc West SX title right out of the gate under Ernesto Fonseca, then the 125 East title in its second season.

2003 Increasing the five-titanium-valve single's stroke to 63.4mm gives birth to the first YZ450F.

2005 Constant development, including an aluminum frame for the YZ250 and YZ125 in 2005, followed by aluminum frames for the YZ250F and YZ450F in 2006.

2009 YZ450F wins its second AMA SX Championship running, this time under James Stewart.



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## SO FORWARD THINKING, EVERYTHING ELSE SEEMS BACKWARDS.

Every new bike makes some people stare. The revolutionary new YZ450F will make an entire industry's jaws drop. As the first production bike built not just with but around fuel injection, it moves the intake system to the front of the engine, while slanting the cylinder rearward—for the most compact center of mass ever in a four-stroke. The result is instant throttle response, unprecedented balance and uncanny handling. A Bilateral Beam frame with revised geometry moves the fuel tank lower and rearward, while it transfers more impacts to all-new suspension, and more feedback to the rider. Note to MX world: if you're not ready for the future, prepare to be passed.

2009 SX CHAMPION JAMES STEWART

## YZ450F

- ✦ **BILATERAL BEAM ALUMINUM FRAME:** New level of torsional rigidity converts lateral impacts into longitudinal shocks, which are easily absorbed by the suspension—so you're quick into the corners and even quicker coming out.
- ✦ **REARWARD SLANTED ENGINE:** Concentrates the engine's mass much closer to the YZ's center of gravity, enabling lightweight handling, quicker direction changes and optimized fuel injection.
- ✦ **4-VALVE CYLINDER HEAD:** Designed to work with the new big-bore engine and injection system, a flatter, 12.5:1 combustion chamber promotes charge turbulence for maximum power.
- ✦ **BATTERY-LESS FUEL INJECTION SYSTEM:** The all-new YZ450F was engineered around its fuel injection system: Moving the intake to the front of the bike makes the straight intake not just possible, but amazingly effective.
- ✦ **KYB REAR MONOSHOCK:** Piston size has been increased to 50mm, and the piggy back reservoir capacity is even higher.



- A TURNING THE HEAD** around to put the intake tract in front makes all kinds of sense.
- B BILATERAL BEAM FRAME** further aids handling by allowing the fuel load to be carried lower and more rearward.
- C TORNADO PIPE** is length-tuned for low-rev grunt and top-end horsepower, with a torque-boosting resonator that keeps the noise down too.



PROFESSIONAL RIDER DEPICTED ON A CLOSED COURSE.

To learn more about the all-new YZ450F,  
go to **YAMAHA-MOTOR.COM**





## THE WINNING FORMULA. NOW HIGHLY CONCENTRATED.

You may not find “flickability” in the dictionary, but we measure it by how easily the machine does what the rider wants . By that definition, what the rider wants is the all-new YZ250F. This sawed-off shotgun is a purpose-built 250, not a resized 450. The Bilateral Beam frame provides added cornering speed and stability, while the fuel tank is repositioned closer to the center of gravity for light handling. The result? A motorcycle that dives for apexes exactly when you tell it to, and changes lines as quickly as the thought can go from eyeballs to brain stem. When your dictionary finally gets around to defining flickability, there better be a picture of the all-new YZ250F.

## YZ250F

- ALL-NEW BILATERAL BEAM FRAME:** Sixteen separate components, advanced structural analysis plus high lateral and torsional rigidity for added cornering stability and more cornering speed.
- MORE LOW AND MIDRANGE POWER:** Aluminum valve retainers, new valve springs, new ignition mapping, a new intake/carb venturi shape and a new, D-shaped exhaust port and silencer add up to more low-rev and midrange power.
- IMPROVED SHIFTING:** Strong new gear pairs 3 through 5 get revised ratios and improved dogs for smoother shifting and durability. Stiffer clutch springs cope with increased power, while a modified lever ratio reduces clutch-pull effort.
- HYDRO-FORMED SWINGARM:** A super-light, super-rigid hydro-formed swingarm and a strong, 25mm axle are carefully tuned to complement the YZ250F’s advanced chassis.
- LEADING-EDGE STYLE:** Form follows function with newly shaped fenders, number plate, fork protector, side covers and air scoop. A new seat serves up even more feel and feedback.



**A BILATERAL BEAM FRAME** High lateral and torsional rigidity provides added cornering stability and more cornering speed. **B REFINED ENGINE** Optimized breathing, redesigned D-shape exhaust port and new intake camshaft for improved low and midrange power . **C ADJUSTABLE HANDLEBAR MOUNTS** A new forged upper triple clamp allows 30mm of fore/aft handlebar adjustment, in four 10mm increments. New seat material strikes a near-perfect balance between slip and grip.





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**FOR THOSE THAT LOVE THE SMELL OF PREMIX.**

Rumors of the two-stroke's demise have been greatly exaggerated. In fact now that the AMA rules have changed to allow 250cc two-strokes to compete against four-strokes in amateur competition, there is no doubt we'll all get to hear that sweet sound for years to come. Good thing the new YZ125 and YZ250 are more prepared than ever with their superior chassis designs, explosively powerful engines and awesome light weight handling. We're there for you, ahead of the pack, two-stroke or four.

**YZ250 YZ125 YZ85**

- ✦ **SERIOUS POWER:** YZ250 and YZ125's patented YPVS™ power-valve systems broaden and smooth power delivery: you get immediate off-idle response, smooth midrange and strong top-end power with plenty of overrev.
- ✦ **ADVANCED SUSPENSION:** State-of-the-art KYB Speed-Sensitive System forks on YZ250 and YZ125 are as good as production front suspension gets and provide stellar suspension action.
- ✦ **TOP-LINE COMPONENTS THROUGHOUT:** YZ250 and YZ125 roll with aluminum frames, ProTaper oversized handlebars, wave-type brake discs—they're ready to run up front straight from the crate.
- ✦ **MINI OF CHOICE:** The YZ85 is world-renowned as the most serious mini-missile out there, an aggressive, quick-turning 156-pound machine packing a hard-hitting, take-no-prisoners powerplant. The liquid-cooled, 85cc crankcase, reed-valve inducted six-speed is light, compact and designed to deliver hard-hitting, moto-winning power throughout the rpm range.



Ⓐ **GOOD STUFF** The YZ250 and YZ125 leave the crate with ProTaper aluminum bars, titanium footpegs—all the right stuff. Ⓑ **TWO-STROKE POWER** Ready to rip from idle to redline and inexpensive to maintain, the YZ two-strokes are here to stay. Ⓒ **WAVE-TYPE ROTORS** Light and tough wave-style brake rotors front and rear offer great feel and power.



PROFESSIONAL RIDER DEPICTED ON A CLOSED COURSE.

To learn more about the YZ family,  
go to **YAMAHA-MOTOR.COM**



**SUDDENLY, THEY'RE ALL HAPPY TRAILS.**

The WR450F incorporates a carefully tuned aluminum frame that unravels tight woods and gnarly trails. It packs a quiet, super-reliable engine that never lacks power wherever you ride, and a host of serious, enduro-rated features making it the sweetest big-bore, off-road bike you can ride. The WR250F is the WR450F's quick little brother. A wet weight of just 260 pounds and a highly tractable 250cc titanium-valve engine make it just the tool for tight trails.

**WR450F WR250F**

- ✦ **POWER ALL OVER:** A broad powerband and rock-solid-reliable engine with five titanium valves will get you nearly anywhere in a hurry, with plenty of energy in reserve for the ride back.
- ✦ **ELECTRIC START:** Just push the button and go. You also get a full-function digital enduro race computer, an adjustable ProTaper handlebar, a bright headlight and an LED taillight out back.
- ✦ **ALUMINUM FRAME:** Narrow, light and carefully tuned to turn on a dime and run arrow-straight in top gear.
- ✦ **TOP DRAWER:** Fully adjustable suspension serves up a foot of plush, controlled travel at both ends and 14.4 inches of ground clearance. Wave-type brake rotors bring you quickly to a halt.
- ✦ **QUIETLY CAPABLE:** A quiet and light exhaust keeps everybody happy, and the WRs are California green sticker approved.



2009 MODELS SHOWN.

WR450F

WR250F

**A DIGITAL COMPUTER** The WR450F's LCD race computer provides basic information, or switch to race mode for pace-management functions. **B WIDE FOOTPEGS** 56mm-wide pegs give you all kinds of boot grip and leverage on the bike. **C ELECTRIC START** Once you've started a bike with the push of a button thanks to an electric starter, you'll never go back. Especially on this bike. **D WAVE-TYPE DISCS** Wave-type discs reduce unsprung, spinning weight; so do the aluminum pistons inside the brake calipers. **E STRAIGHT AND NARROW** Stylish YZ-inspired plastic has the WR looking great, while the bright headlight and LED taillight own the night.







## RIDE MORE, WORRY LESS.

Nothing else out there delivers a better fun-performance-dollar ratio than a Yamaha TT-R or PW50. Light and simple air-cooled engines, rugged steel frames and proven components are designed to deliver decades of low-maintenance, low-stress performance. Which you'll appreciate every time you push the TT-Rs' starter buttons, or fire up the PW50 with an easy kick of your size 3 boot.

# TT-R230 TT-R125LE TT-R110E TT-R50E PW50

- + **PUSHBUTTON START:** Nothing makes it easier for new riders to get started. Or old riders to keep going.
- + **COOL YZ-STYLE:** YZ-inspired plastic, flat seats, light exhausts and performance.
- + **YAMAHA ATTENTION:** Detail, quality and reliability—along with an extensive dealer network—mean you're investing in years of great family fun.
- + **RELIABLE AND SURPRISINGLY POWERFUL:** Electric-start, air-cooled, single-overhead-cam, two-valve engines crank out broad, deep powerbands, and ask for very little maintenance in return.
- + **BIG-BIKE SUSPENSION:** Quality suspension components, including an inverted fork on TT-R50E and Monocross® rear ends on both TT-Rs, soak up the bumps and provide real-motorcycle handling.
- + **LOW SEAT HEIGHTS:** 31.7 inches for the TT-R125LE to 34.2 for the TT-R230—mean you don't need to be so tall to climb on and ride, but you still get long-travel suspension and high ground clearance.

2009 MODELS SHOWN.



**A PUSHBUTTON START** Nothing makes it easier for new riders to get started. Or old riders to keep going. **B COOL YZ-STYLE** YZ-inspired plastic, flat seats and light exhausts add YZ performance too. **C ADJUSTABLE FUN** The TT-R125LE gets a fully adjustable shock and aluminum swingarm, and an adjustable fork. **D ELECTRIC START** The TT-R110E and TT-R50E fire up with the push of a button, but you need the key. **E SERIOUS SUSPENSION** TT-R110E's fork provides 4.5 inches of travel, with an oil-lock system to prevent bottoming.



PROFESSIONAL RIDER DEPICTED ON A CLOSED COURSE.

To learn more about the TT-R family,  
go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



## THE CURE FOR THE COMMON COMMUTE.

All those years of experience building advanced street machines and dirt bikes come together in the WR250X and the WR250R. More power than you might expect flows from their high-tech, fuel-injected DOHC engines, while their hybrid aluminum frames keep you in complete command, practically anywhere. The WR250X and WR250R. Terrific performance on the road. And off.

## WR250X WR250R

- + **FUEL-INJECTED POWER:** A liquid-cooled 250cc DOHC six-speed single with counterbalancer makes max power at 10,000 rpm.
- + **DIGITAL METER:** Light, bright digital display gives you all the basic info along with a lap timer, engine diagnostics, etc.
- + **MODERN FOUR-STROKE:** Titanium intake valves and a carefully tuned fuel injection system let this engine breathe deep.
- + **HYBRID FRAME:** Aluminum and steel, light and strong, the WR250 class's hybrid frame keeps things compact and quick-handling.
- + **WAVE-TYPE ROTORS:** Wave-type rotors at either end, including a 298mm front, provide more than enough stopping power. And the 46mm fully adjustable fork is calibrated for pavement.



WR250X

WR250R

**A FUEL-INJECTED POWER** A liquid-cooled 250cc DOHC six-speed single with counterbalancer makes max power at 10,000 rpm. **B WAVE-TYPE ROTORS** Wave-type rotors at either end, including a 298mm front, give the WR250X more than enough stopping power. And its 46mm fully adjustable fork is calibrated for pavement. **C MODERN FOUR-STROKE POWER** Titanium intake valves and a carefully tuned fuel injection system let this engine breathe deep and produce strong power even at higher altitudes. **D DIGITAL INSTRUMENTS** Bright and light LCD display includes enduro race functions in addition to normal street info. **E HYBRID FRAME** Aluminum and steel, light and strong—the WR250R's hybrid frame keeps things compact and quick-handling.





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## OFF ROAD OR ON, THESE TWO ARE ALL OVER IT.

The XT250's mission remains the same: to get you as far out of town and into nature as you want to go. A powerful, reliable single-cylinder engine cranks out plenty of low and midrange power—perfect for off-road exploration and open-road cruising. Long-travel suspension beneath a low seat and light weight give precise, quick handling. Meanwhile, our fat-tired friend, the TW200, remains the ultimate camping accessory; just thumb it to life and roll.

## XT250 TW200

- ✦ **DIGITAL:** Green backlit digital instrumentation panel includes a speedometer, tripmeters and a clock.
- ✦ **COMFORTABLE COCKPIT:** Sweet ergos keep the seat height down in spite of the XT250's long-travel suspension.
- ✦ **DISC BRAKES:** A disc brake out back provides powerful, fade-free deceleration.
- ✦ **PUSHBUTTON IGNITION:** Electric start makes firing up the 249cc air-cooled four-stroke effortless.
- ✦ **MEGA MPG:** The XT250 achieves fuel economy up to an estimated 78 mpg,\*\* TW200 up to 78 mpg.\*



- Ⓐ **DIGITAL** Green backlit digital instrumentation panel includes a speedometer, tripmeters and a clock.
- Ⓑ **COMFORTABLE COCKPIT** Sweet ergos keep the seat height down in spite of the XT250's long-travel suspension.
- Ⓒ **DISC BRAKES** A disc brake out back provides powerful, fade-free deceleration.



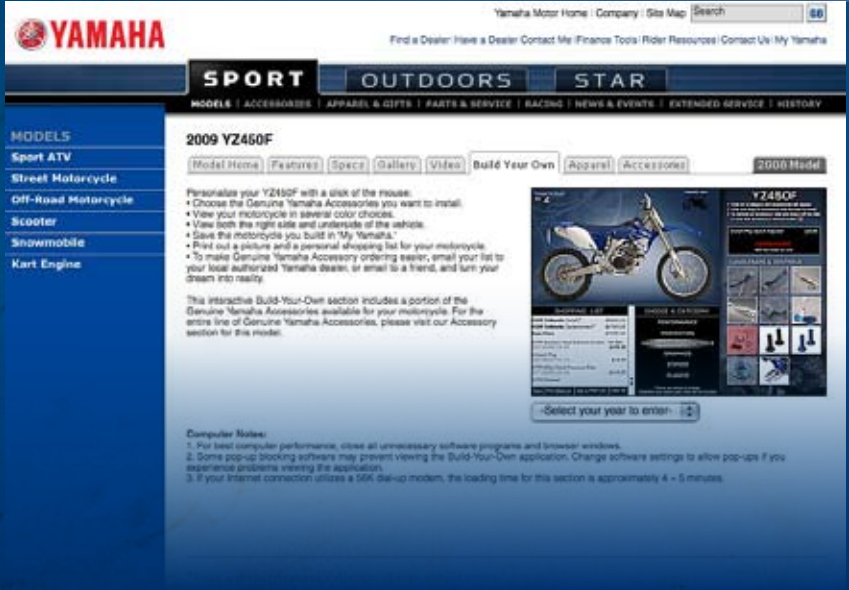


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GENUINE YAMAHA TECHNOLOGY RACING

What sets GYTR apart from the competition? It's the winning combination of advanced technology, high-quality materials and superior design. Yamaha's rigorous testing ensures superior durability and performance. Race-inspired accessories designed to perform and please. That's why people who know insist on the best and ask for GYTR by name. Check out the complete line of Yamaha Genuine Accessories and Apparel at [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



BUILD-YOUR-OWN-BIKE

See just how your machine might look wearing any of the scores of different GYTR accessories, or maybe in a different color scheme.

MOTOCROSS

GYTR® REAR SPROCKET



YZ250F GYTR® SLIP-ON MUFFLER



YZ/WR FACTORY CLUTCH PERCH W/ HOT START



YZ450F GYTR® POWER TUNER



GYTR® REAR BRAKE CLEVIS



YZ/WR CLUTCH COVER



YZ/WR REAR BRAKE MASTER CYL GUARD



GYTR® PLASTIC CHAIN GUIDE



ALUMINUM ENGINE PLUGS



YZ450F GYTR® PORTED CYLINDER HEAD ASSEMBLY



YZ250F GYTR® RADIATOR BRACES



OFF-ROAD

WR ENDURO® SKID PLATE



TT-R BILLET OVERSIZE FOOTPEGS



TT-R CLUTCH COVER CAP



TT-R50E BIG-BORE KIT



TT-R50E ALUMINUM CHAIN GUIDE



YAMAHA BIKE COVER



TT-R50E EXHAUST



TT-R50E TALL BAR KIT



TT-R50/110 GYTR® ALUMINUM GLIDE PLATE



TT-R GYTR® FOLDING SHIFT LEVER



DUAL PURPOSE

GYTR® COMPETITION SLIP-ON MUFFLER (WR250R, WR250X)



BILLET FRONT DISC GUARD (WR250X)



REAR FENDER UTILITY RACK (WR250R, WR250X)



BILLET FRONT DISC GUARD (WR250X)



REAR FENDER SPORT BAG AND SIDE BAGS (WR250R, WR250X)





SPECIFICATIONS

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MOTOCROSS

OFF-ROAD

ALL OFF-ROAD MODELS SHOWN ARE 2009.

DUAL PURPOSE



ENGINE	YZ450F	YZ250F	YZ250	YZ125	YZ85	WR450F	WR250F	TT-R230	TT-R125LE/E	TT-R110E	TT-R50E	PW50	WR250X	WR250R	XT250	TW200
ENGINE TYPE	449cc liquid-cooled DOHC 4-stroke; 4 titanium valves	250cc liquid-cooled DOHC 4-stroke; 5 titanium valves	249cc liquid-cooled 2-stroke; reed-valve inducted	124cc liquid-cooled 2-stroke; reed-valve inducted	84.7cc liquid-cooled 2-stroke; reed-valve inducted	449cc liquid-cooled DOHC 4-stroke; 5 titanium valves	250cc liquid-cooled DOHC 4-stroke; 5 titanium valves	223cc air-cooled SOHC 4-stroke; 2 valves	124cc air-cooled SOHC 4-stroke; 2 valves	110cc air-cooled 4-stroke; SOHC	49cc air-cooled SOHC 4-stroke; 2 valves	49cc air-cooled 2-stroke; reed-valve inducted	250cc liquid-cooled DOHC 4-stroke single; 4 valves	250cc liquid-cooled DOHC 4-stroke; 4 valves	249cc air-cooled SOHC 4-stroke single	196cc air-cooled SOHC 4-stroke single; 2 valves
BORE x STROKE	97.0 x 60.8mm	77.0 x 53.6mm	66.4 x 53.6mm	54.0 x 54.5mm	47.5 x 47.8mm	95.0 x 63.4mm	77.0 x 53.6mm	70.0 x 58.0mm	54.0 x 54.0mm	51.0 x 54.0mm	40.0 x 48.6mm	40.0 x 39.2mm	77.0 x 53.6mm	77.0 x 53.6mm	74.0 x 58.0mm	67.0 x 55.7mm
COMPRESSION RATIO	12.5:1	13.5:1	9.2-10.9:1	8.6-10.7:1	8.2:1	12.3:1	12.5:1	9.5:1	10.0:1	9.3:1	9.5:1	6.0:1	11.8:1	11.8:1	9.5:1	9.5:1
FUEL DELIVERY	Yamaha Fuel Injection (YFI), Keihin® 44mm	Keihin® FCR MX37	Keihin® PWK38S	Mikuni® TMX 38	Keihin® PWK 28	Keihin® FCR 39	Keihin® FCR 37	Y26P	Mikuni® VM20	Mikuni® VM16	Mikuni® VM11	VM12	Fuel injection	Fuel injection	33mm Vac	Mikuni® 28mm
IGNITION	CDI	CDI	CDI	CDI	CDI	CDI	CDI	DC-CDI	CDI	CDI	CDI	CDI	Direct ignition coil	Direct ignition coil	CDI	CDI
TRANSMISSION	Constant-mesh 5-speed; multiplate wet clutch	Constant-mesh 5-speed; multiplate wet clutch	Constant-mesh 5-speed; multiplate wet clutch	Constant-mesh 6-speed; multiplate wet clutch	Constant-mesh 6-speed; multiplate wet clutch	Constant-mesh 5-speed; multiplate wet clutch	Constant-mesh 5-speed; multiplate wet clutch	Constant-mesh 6-speed; multiplate wet clutch	Constant-mesh 5-speed; multiplate wet clutch	Constant-mesh 4-speed/wet; multiple disc	Constant-mesh 3-speed; automatic clutch	Wet centrifugal automatic	Constant-mesh 6-speed; multiplate wet clutch	Constant-mesh 6-speed; multiplate wet clutch	5-speed; multiple-disc wet clutch	Constant-mesh 5-speed; multiplate wet clutch
CHASSIS																
SUSPENSION/FRONT	KYB® Speed-Sensitive System, inverted fork; fully adjustable, 12.2-in travel	Speed-Sensitive System inverted fork; fully adjustable, 11.8-in travel	Speed-Sensitive System inverted fork; fully adjustable, 11.8-in travel	Speed-Sensitive System inverted fork; fully adjustable, 11.8-in travel	Inverted fork; fully adjustable, 10.8-in travel	Inverted fork; fully adjustable, 11.8-in travel	Inverted fork; fully adjustable, 11.8-in travel	Telescopic fork; 9.5-in travel	Telescopic fork; 7.1-in travel	Telescopic fork, coil spring/oil damper; 4.5-in travel	Inverted telescopic fork; 3.8-in travel	Telescopic fork; 2.4-in travel	Inverted fork, fully adjustable, 10.6-in travel	Inverted fork, fully adjustable, 10.6-in travel	35mm telescopic fork; 8.9-in travel	Telescopic fork; 6.3-in travel
SUSPENSION/REAR	KYB® Fully adjustable single shock; 12.4-in travel	Fully adjustable single shock; 12.0-in travel	Fully adjustable single shock; 12.4-in travel	Fully adjustable single shock; 12.4-in travel	Fully adjustable single shock; 11.1-in travel	Fully adjustable single shock; 12.0-in travel	Fully adjustable single shock; 12.2-in travel	Single shock; 8.7-in travel	Single shock; 6.6-in travel; E 6.3-in travel	Swingarm (Monocross®), coil spring/ gas-oil damper; 4.3-in travel	Single shock; 2.8-in travel	Unit swingarm; 2.0-in travel	Single shock; fully adjustable, 10.4-in travel	Single shock; fully adjustable, 10.6-in travel	Swingarm w/rebound-adjustable single shock; 7.1-in travel	Single shock; 5.9-in travel
BRAKE/FRONT	Hydraulic single disc brake, 250mm	Hydraulic single disc brake, 250mm	Hydraulic single disc brake, 250mm	Hydraulic single disc brake, 250mm	Hydraulic single disc brake, 220mm	Hydraulic single disc brake, 250mm	Hydraulic single disc brake, 250mm	194mm single disc	220mm single disc; E 110mm drum	95mm drum	80mm drum	Drum	Hydraulic single-disc brake, 298mm	Hydraulic single-disc brake, 250mm	245mm disc	220mm single disc
BRAKE/REAR	Hydraulic single disc brake, 245mm	Hydraulic single disc brake, 245mm	Hydraulic single disc brake, 245mm	Hydraulic single disc brake, 245mm	Hydraulic single disc brake, 190mm	Hydraulic single disc brake, 245mm	Hydraulic single disc brake, 245mm	130mm drum	110mm drum	110mm drum	80mm drum	Drum	Hydraulic single-disc brake, 230mm	Hydraulic single-disc brake, 230mm	203mm disc	110mm drum
TIRE/FRONT	80/100-21 Dunlop® 742FA	80/100-21	80/100-21-51M	80/100-21-51M	70/100-17-40M	80/100-21 51M	80/100-21 51M	80/100-21 NHS	70/100-19 42M; E 70/100-17 40M	2.50-14-4PR	2.50-10-4PR	2.50-10-4PR	110/70-17	80/100-21	2.75-21	130/80-18
TIRE/REAR	120/80-19-Dunlop® 756	100/90-19	110/90-19-62M	100/90-19-57M	90/100-14-49M	110/100-18 64M	100/100-18 59M	100/100-18 NHS	90/100-16 52M; E 90/100-14 49M	3.00-12-4PR	2.50-10-4PR	2.50-10-4PR	140/70-17	120/80-18	120/80-18	180/80-14
DIMENSIONS																
OVERALL DIMENSIONS (LxWxH)	86.3 x 32.4 x 51.6 in	85 x 32.5 x 51.3 in	85.7 x 32.6 x 51.4 in	84.1 x 32.6 x 51.8 in	71.7 x 30.9 x 45.7 in	85.6 x 32.5 x 51.0 in	85.2 x 32.5 x 51.1 in	81.3 x 31.5 x 46.5 in	74.2 x 31.3 x 42.7 in; E 72.6 x 30.9 x 41.7 in	61.6 x 26.8 x 36.3 in	51.4 x 23.4 x 30.5 in	49.0 x 22.6 x 28.1 in	83.1 x 31.9 x 46.9 in	85.6 x 31.9 x 48.4 in	84.6 x 31.7 x 45.7 in	82.3 x 32.3 x 44.1 in
SEAT HEIGHT	39.3 in	38.9 in	39.1 in	39.3 in	34.0 in	38.6 in	38.6 in	34.2 in	31.7 in; E 30.5 in	26.4 in	21.8 in	19.1 in	35.2 in	36.6 in	31.9 in	31.1 in
WHEELBASE	58.7 in	57.7 in	58.3 in	56.8 in	49.5 in	58.5 in	58.3 in	54.5 in	50.0 in; E 49.2 in	42.5 in	36.4 in	33.7 in	56.1 in	55.9 in	53.5 in	52.2 in
GROUND CLEARANCE	15.0 in	14.8 in	15.0 in	15.2 in	13.8 in	14.4 in	14.4 in	11.6 in	11.6 in; E 10.4 in	7.1 in	5.3 in	4.1 in	10.2 in	11.8 in	11.2 in	10.4 in
FUEL CAPACITY	1.6 gal	1.7 gal	2.1 gal	2.1 gal	1.3 gal	2.1 gal	2.1 gal	2.1 gal	1.6 gal	1.0 gal	0.82 gal	0.53 gal	2.0 gal	2.0 gal	2.6 gal (2.4 gal CA)	1.8 gal
*WET WEIGHT	245 lb	224.8 lb	229 lb	208 lb	156 lb	271 lb	260 lb	256 lb	LE 198 lb; E 198 lb	158 lb	125 lb	85 lb	300 lb (CA 302 lb)	298 lb (CA 297 lb)	291 lb	279 lb
COLORS	Team Yamaha Blue/White; White/Red	Team Yamaha Blue/White; White/Red	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	Team Yamaha Blue/White	White/Red	Team Yamaha Blue/White	White/Red	White/Red

\* Wet weight includes the vehicle with all standard equipment and all fluids, including oil, coolant (as applicable) and a full tank of fuel. It does not include the weight of options or accessories. Wet weight is useful in making real-world comparisons with other models.

INVERTERS/  
GENERATORS>>>

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EF2000iS INVERTER

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EF2400iS INVERTER

The 2400iS inverter generator produces the highest output in its class from a compact, quiet package that weighs only 70 pounds—enough juice here to power up most 13,500 BTU air conditioners.



EF3000iSEB INVERTER

It weighs only 151 pounds, but this value-packed unit still packs Pulse Width Modulation technology and Smart Throttle, which automatically varies engine speed based on load.





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