

2009

Off-Road Competition



YZ450F

YZ250F

YZ250

YZ125

YZ85/LW

WR450F

WR250F

TT-R125LW/LWE

TT-R110E

TT-R50E

PW80

PW50





When you're 100% serious about winning in the dirt, the choice is clear: your future has surely got to be with Yamaha.

That's because we have been building some of the world's most successful off-road racing bikes for nearly 40 years. The Yamaha YZ motocross and WR enduro models offer you the most competitive engine and chassis packages – as well as class-leading technologies and legendary build quality.

Yamaha's off-road success story didn't just happen by chance. Our long list of World and National Championships in motocross and enduro is the result of many years of commitment and devotion by our engineers and factory riders who have fought hard to put Yamaha on the podium.

And now that we're at the top, you can be sure that we plan to stay there!

Check out our latest range of dirt bikes and you can see that they have the winning potential. So when you're aiming for the top, Yamaha is the bike that can take you there.



Aim high



Professional rider performing on a closed track







At Yamaha we don't just build race bikes. We build race-winning bikes. It all started many years ago when Yamaha tasted victory in the very first race we ever entered. From that day onwards, racing and winning at the highest level has been the company's number one priority. In fact, the will to win is an integral part of Yamaha's DNA.

Check out the latest MX-GP and enduro results and you'll see why Yamaha is recognised as one of the leading forces in the off-road racing world. And this massive investment in World Championship motocross and enduro allows us to develop even more competitive production bikes for you.

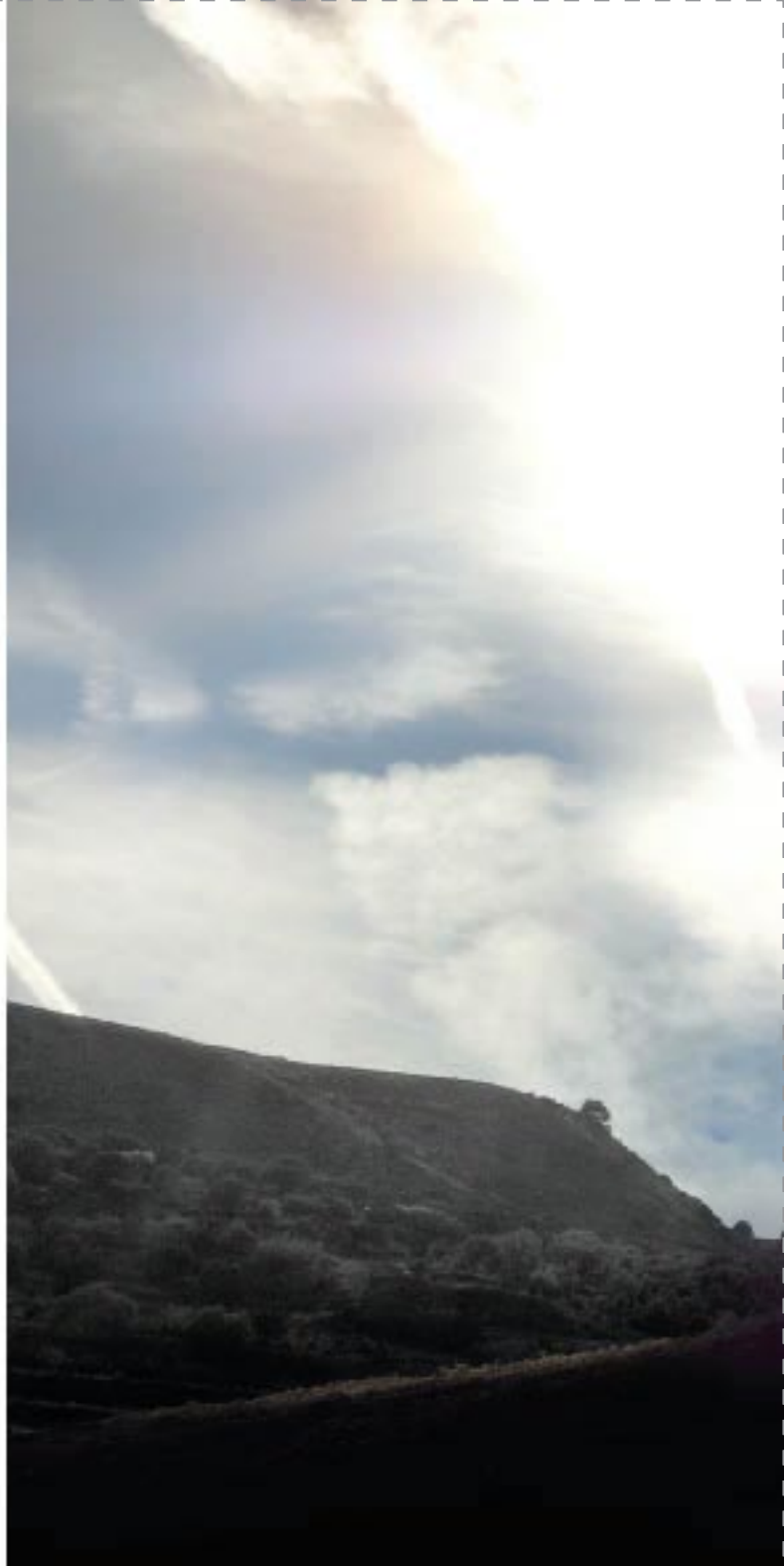
Take a look at our YZ and WR four-strokes and see how Yamaha's advanced engine and chassis designs give you even more winning potential – while our lightweight two-stroke YZ motocross bikes continue to deliver the ultimate in off-road excitement!

Whichever Yamaha you ride, you can be sure that our industry-leading technology delivers a very real advantage over the competition. And, once you've tasted victory with Yamaha, you'll never want to look back.

*Looking after
number 1*



Professional rider performing on a closed track







When you make the decision to come riding and racing with Yamaha, be prepared to enter a world where you can live your dreams.

With Yamaha ownership comes an action-packed lifestyle where you really can make things happen. Check out new places, meet new people – and live the life you want to live. And there's no limit to the possibilities!

To go with this cool lifestyle, we've developed a range of high quality riding gear, clothing and bolt-on accessories that are designed to offer enhanced performance and protection for you and your Yamaha.

Experience the Yamaha way.
And live on the edge.



Live on the edge







This is the motocross bike that strikes fear into the hearts of the opposition. Why? Because Yamaha has won more FIM World Championships in MX1 and MX2 than any other manufacturer since 2004.

Its lightweight agile-handling aluminium chassis is manufactured from a special mix of alloy castings, forgings and extrusions that deliver what we call 'tuned-flex', which gives the YZ450F its winning handling performance.

Equipped with 5 titanium valves, the compact liquid-cooled DOHC engine kicks out holeshot-winning acceleration together with awesome low to mid-range torque and outstanding top-end power.

And with improvements for the new season, such as enhanced throttle response, higher levels of traction and increased stability at speed, the Yamaha YZ450F has been designed for highly competitive racers who are aiming for the podium.

2009 YZ450F. Keep on winning!



YZ450F

***Our vision:
the podium***



Professional rider performing on a closed track









Improving one of the most competitive MX2 bikes of all time wasn't easy. But once again Yamaha's team of engineers and test riders has come up with the goods. And for the 2009 season we've made this awesome MXGP-winning lightweight even hotter than before!

We've done it by concentrating on the most important part of any track – the corners. Because it's here that most races are won or lost. And by massively reducing the latest bike's unsprung weight by over 500 g with a new lighter swingarm and hub, the sweeter-handling YZ250F lets you turn even quicker and exit corners even faster.

YZ250F. The quickest got quicker.



YZ250F

**Ultimate turn
machine**

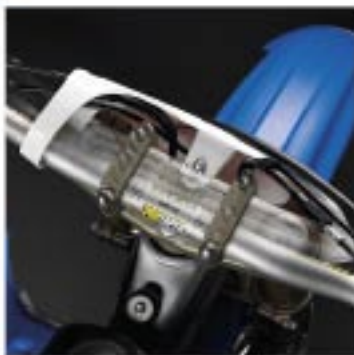


Professional rider performing on a closed track



YZ four-stroke

The winning package



Success breeds success. When you look at the unrivalled pedigree of our YZ four-strokes, it's clear that the YZ450F and YZ250F have inherited the most winning genes in motocross! And what sets them apart from the opposition is their advanced Yamaha engine and chassis technology.

Titanium valves with lightweight springs enable these high-revving engines to produce instant, hard-hitting power. And the ultra-light low-friction internals and large capacity radiators ensure that the YZ four-strokes are able to run more efficiently over the whole moto for race-winning performance.

The advanced aluminium chassis design offers an optimised balance of rigidity for class-leading handling – and a new lightweight swingarm and redesigned rear wheel hub reduce rear unsprung weight for quicker cornering. And for accurate control and great stopping power these hard-charging four-strokes are equipped with compact braking systems.

Revised suspension settings give sure-footed handling – while the adjustable handlebar and new seat deliver superior ergonomics. And for 2009 both models come with an adjustable clutch lever and factory-style gold DID chain.

YZ450F and YZ250F: bred for success!







At Yamaha we won our first ever World Motocross Championship way back in 1973. That was with the original YZ250 two-stroke. Since then we've gone on to win many more world titles with our two-strokes and four-strokes, firmly establishing Yamaha as the leading force in motocross.

We have never forgotten our two-stroke roots. And the latest YZ250 and YZ125 underline Yamaha's total commitment to offering customers the best choice in every class.

The YZ250 features a compact long-stroke engine for an instant hit of free-revving power, plus a high-tech aluminium chassis with lightweight wheel rims that offer reduced unsprung weight for enhanced handling. And there's also a new seat that delivers the right balance of grip and rider mobility.

Whether you're racing or play riding, the YZ125 engine loves to be ridden hard – while the bike's ultra-low weight allows the tightest of lines. For 2009 this legendary 125 comes with a new seat for improved rider agility, plus a lightweight front brake hose clamp and, like all of Yamaha's latest dirt bikes, bold 'speedblock' graphics.

YZ125 and YZ250: the genuine originals.

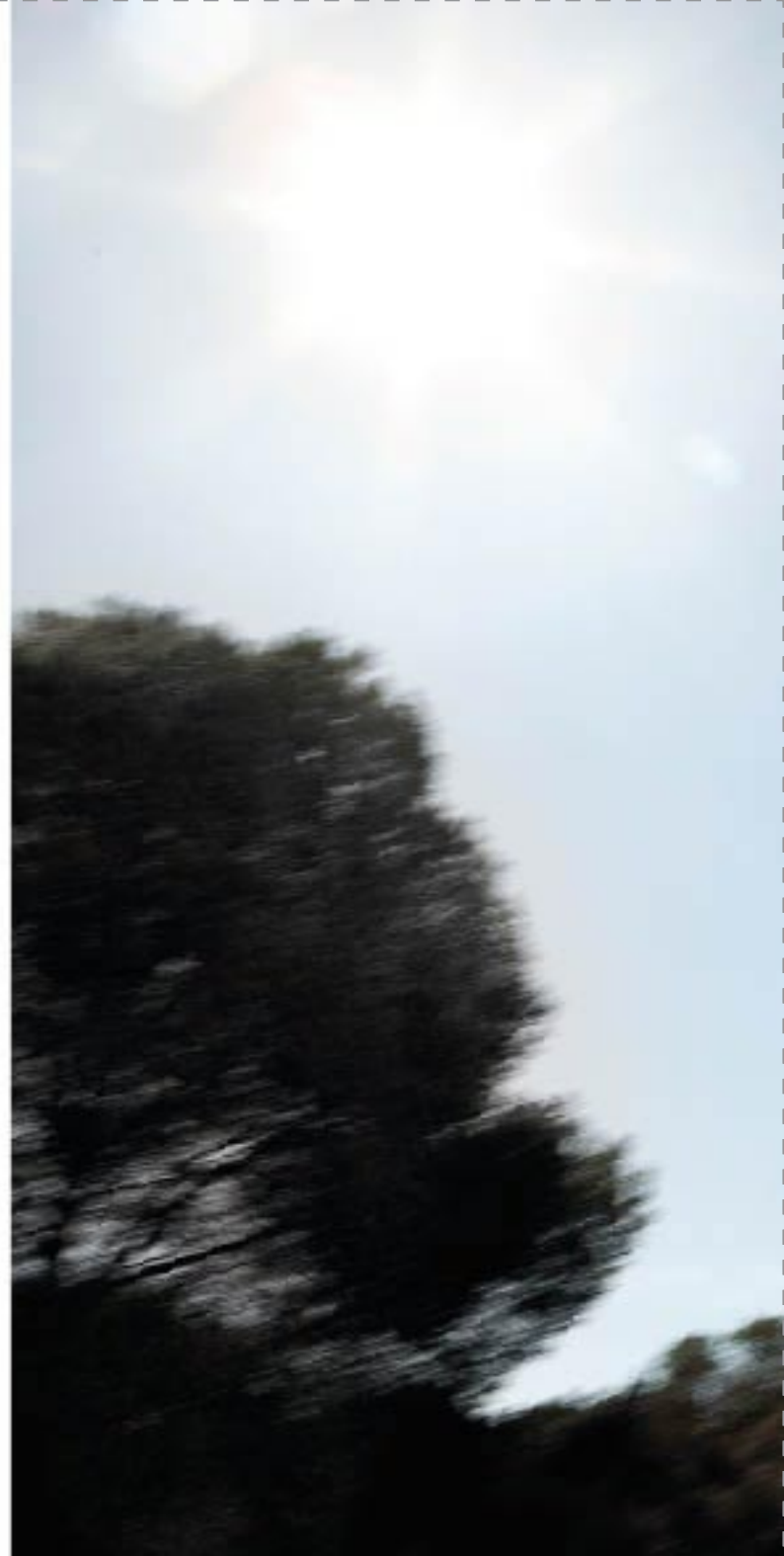


YZ250/YZ125

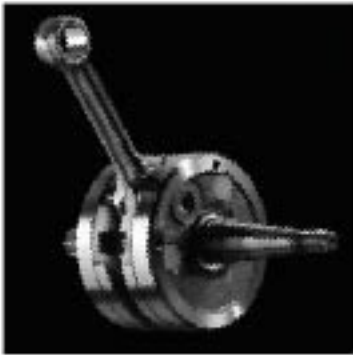
High time



Professional rider performing on a closed track







YZ two-stroke

*Thousands of
details. One goal.*



Yamaha built its reputation for innovation on high-performance competition two-strokes. And today's YZ250 and YZ125 represent the ultimate in two-stroke dirt bike performance.

Delivering an instant hit right across the rpm range, the YZ250 engine features our famous torque-boosting Yamaha Power Valve System (YPVS). And with its long 72 mm stroke, this compact and lightweight engine produces explosive power for awesome acceleration.

Although with half the engine capacity of its brother, the YZ125 is ready to deliver just as much action in the dirt! Its high-performance 6-speed YPVS engine is ready to mix it with larger-capacity bikes – while the low overall weight makes for awesome handling and cornering!

Both models feature our advanced aluminium chassis technology that combines low weight with an idealised rigidity balance for remarkable handling. Lightweight hydroformed swingarms and compact braking systems keep unsprung weight low for super-responsive suspension action on all types of track.

And both come with a new seat design that offers the optimum balance of grip and rider manoeuvrability – while the 250 runs with special lightweight wheels.









The YZ85 helps riders make it to the top with an awesome combination of race-winning performance and user-friendly design.

It is engineered with the same advanced two-stroke technology that makes our YZ125 and YZ250 such hugely popular world-beaters. That means a compact, lightweight engine with crankcase reed valve induction for superbly controllable power and a thrilling top-end hit. And a six-speed close-ratio gearbox makes this 85 really fly!

Cornering is mega-fun, with a tough, lightweight steel chassis that delivers agile handling and flickable steering. Adjustable suspension means front and rear end settings can be tailored to suit whoever is doing the riding. Front and rear discs on 16-inch and 14-inch wheels offer predictable braking power. And for taller riders Yamaha offer the YZ85LW which is equipped with a 19-inch front wheel and 16-inch rear wheel.

When you're starting out in your racing career, you've got to have the right equipment. And the Yamaha YZ85 is a genius bike for soon-to-be genius riders.



YZ85/LW

Light speed racer



Professional rider performing on a closed track



WR450F/250F

Race to the end



Dirt bikes don't come any tougher than our WR enduro models. And as you'd expect from machines that share some DNA with Yamaha's MX-GP winning YZ models, the WR450F and WR250F benefit from some of the most advanced engine and chassis technology available in the enduro world.

Both the 450 cc and 250 cc four-stroke engines are tuned to deliver extra-strong torque together with class-leading high-rpm power – and the specially-developed enduro transmission is ready to handle everything from tight, slow-speed sections through to fast, full-on fire roads.

The advanced lightweight aluminium chassis design has been specially developed to give an idealised balance of rigidity – which translates into winning handling performance and class-leading agility. And the enduro-specific suspension systems are tuned for optimum low and high-speed handling performance on the most extreme enduro and cross country terrain!

WR450F and WR250F from Yamaha. Race hard all the way to the finish.

Professional rider performing on a closed track







In enduro, only the toughest survive. And the highly successful Yamaha WR models are engineered to come out on top in just about any situation.

At the heart of the awesome WR450F is a rugged high-performance four-stroke engine that's equipped with five titanium valves and special camshafts that deliver remarkable low to mid-range power. And with its legendary Yamaha build quality, you know that the WR450F is going to make it to the finish.



With a string of World Championships to its credit, the WR250F is one of today's most respected enduro bikes. Its easy-handling lightweight aluminium chassis is designed to offer high levels of feedback over a wide variety of surfaces. And like the WR450F it is equipped with enduro-specific suspension settings for optimum control and strong traction.

The quickly-detachable airbox design, O-ring chain, lightweight skid plate and multi-function digital instrumentation ensure that the WR250F and WR450F are ready to race from day one – and with electric start on both models, you'll save precious seconds getting going.

WR

***Building on
success***





TT-R125LWE



TT-R110E



TT-R125LW/LWE

Fuel life with fun

Motorcycles and the great outdoors – a powerful combination that brings life-affirming fun and freedom. The TT-R125LW and TT-R125LWE help riders of all skill levels to discover that experience. We created the TT-R125 to be fun and beginner-friendly, but it's got enough easy-going four-stroke power to keep experienced riders happy and conquer pretty much any terrain. The TT-R125 takes playtime seriously, featuring a torquey motor with five-speed gearbox, box-section aluminium swingarm, 19/16-inch wheels, adjustable suspension, 220 mm front disc brake and YZ styling. The TT-R125LWE gets an electric start as standard.



TT-R50E



PW50/PW80



TT-R110E/50E

***An electric
start to any
riding career***

Starter bikes need to be easy to ride but they need to be exhilarating too. That's why both the TT-R110E and TT-R50E feature electric starts, good-natured four-stroke horsepower and full-on YZ-inspired styling, plus superbly balanced chassis that teach good riding habits. Both the 110 and 50 are super rugged too, because you want to learn how to ride, not how to fix broken-down bikes. The TT-R110E uses a four-speed gearbox with auto clutch, monocross rear end, upside-down forks and a super-low 55 mm seat height. Yamaha's TT-R110E and TT-R50E – entry-level bikes, taken to the next level.

It's no coincidence that plenty of pro-racers got their first taste of riding excitement aboard a PW. Our YZ-styled PW80 and PW50 are massive legends in mini motorcycling – small, lightweight, super-easy to handle and a ton of fun, powered by compact two-stroke motors tuned for easy-going performance that's adjustable according to rider ability. The PW80 uses a three-speed gearbox with automatic clutch, while the PW50 has fully automatic transmission. And every PW is designed for rider happiness and parental peace of mind, with bicycle-style brake operation, low seat height and rugged build quality, because kids' bikes can take a few knocks. Yamaha PW80 and PW50; the winners for beginners.

PW80/PW50

***A small start to
something big***





When you're aiming high you'll want to be sure that you've got the very best equipment. And for those ambitious riders who want to make a name for themselves at national and international levels, Yamaha offer a range of high performance Racing Parts.

Developed on behalf of Yamaha by Yamaha Rinaldi Research and Development (YRRD) in Italy, Yamaha Racing Parts are available for the YZ450F and YZ250F, as well as for the YZ125. These top quality kits are designed to offer increased levels of engine performance, and have been developed using knowledge gained from our factory motocross racing teams.

In addition to tuning kits for the YZ450F, YZ250F and YZ125, YRRD also offer a YZ450F-based kit for MX3 riders.

For more detailed information please visit: www.yamaha-racingparts.com or contact your local Yamaha dealer.



Antonio Cairoli



Simone Albergoni

**Racing Parts
and service**

Born to win



David Philippaerts / Joshua Coppins

Sports White (PWS1)



Racing Blue (DPBSE)



ENGINE	YZ450F	YZ250F
Type	Liquid-cooled, 4-stroke, DOHC, 5 titanium valves, forward-inclined single cylinder	Liquid-cooled, 4-stroke, DOHC, 5-valve, forward-inclined single cylinder
Displacement	449 cc	250 cc
Bore & stroke	95.0 x 63.4 mm	77.0 x 53.6 mm
Compression ratio	12.3:1	13.5 : 1
Max. power	NA	NA
Max. torque	NA	NA
Lubrication	Dry sump	Dry sump
Carburettor/Fuel supply	Keihin FCR-MX39/1	Keihin FCR-MX37/1
Clutch type	Wet, multiple-disc	Wet, multiple-disc
Ignition	CDI	CDI
Starter system	Kick	Kick
Transmission	Constant mesh, 5-speed	Constant mesh, 5-speed
Final transmission	Chain	Chain
CHASSIS		
Frame	Semi-double cradle	Semi-double cradle
Front suspension	Telescopic forks	Telescopic forks
Front wheel travel	300 mm	300 mm
Rear suspension	Swingarm (link suspension)	Swingarm (link suspension)
Rear wheel travel	314 mm	310 mm
Front brake	Single disc, ø 250 mm	Single disc, ø 250 mm
Rear brake	Single disc, ø 240 mm	Single disc, ø 245 mm
Front tyre	80/100-21 51M	80/100-21 51M
Rear tyre	110/90-19 62M	110/90-19 57M
DIMENSIONS		
Overall length	2,196 mm	2,172 mm
Overall width	825 mm	825 mm
Overall height	1,305 mm	1,300 mm
Seat height	1,000 mm	997 mm
Wheelbase	1,496 mm	1,476 mm
Min. ground clearance	374 mm	372 mm
Wet weight (with oil and full fuel tank)	108.3 kg	102.8 kg
Fuel tank capacity	7 litres	7 litres
Oil capacity	1.2 litres	1.3 litres

Technical specifications

Not all models and/or colours as depicted in this brochure are available. Please contact your local Yamaha dealer to check the availability of our models.



YZ250	YZ125	YZ85/LW
Liquid-cooled, 2-stroke, reed valve, forward-inclined single cylinder, with YPVS	Liquid-cooled, 2-stroke, reed valve, forward-inclined single cylinder, with YPVS	Liquid-cooled, 2-stroke, reed valve, single cylinder
249 cc	124 cc	84.7 cc
66.4 x 72.0 mm	54.0 x 54.5 mm	47.5 x 47.8 mm
8.9 - 10.6:1	8.6 - 10.7:1	8.2 : 1
NA	NA	NA
NA	NA	NA
Premix	Premix	Premix
Keihin PWK38S/1	Mikuni TMX38	Keihin PWK28/1
Wet, multiple-disc coil spring	Wet, multiple-disc coil spring	Wet, multiple-disc coil spring
CDI	CDI	CDI
Kick	Kick	Kick
Constant mesh, 5-speed	Constant mesh, 6-speed	Constant mesh, 6-speed
Chain	Chain	Chain
Alu semi-double cradle	Alu semi-double cradle	Semi-double cradle
Telescopic forks	Telescopic forks	Telescopic forks
300 mm	300 mm	275mm
Swingarm (link suspension)	Swingarm (link suspension)	Swingarm (link suspension)
315 mm	315 mm	282 / 287 mm
Single disc, ø 250 mm	Single disc, ø 250 mm	Single disc, ø 220 mm
Single disc, ø 245 mm	Single disc, ø 245 mm	Single disc, ø 190 mm
80/100-21 51M	80/100-21 51M	70/100-17 40M / 70/100-19 42M
110/90-19 62M	110/90-19 57M	90/100-14 49M / 90/100-16 52M
2,184 mm	2,139 mm	1,818 mm / 1,903 mm
827 mm	827 mm	758 mm
1,309 mm	1,318 mm	1,161 mm / 1,205 mm
997 mm	998 mm	864 mm / 904 mm
1,481 mm	1,443 mm	1,255 mm / 1,286 mm
385 mm	388 mm	351 mm / 393 mm
103.9 kg	94.5 kg	71.0 kg / 73.9 kg
8 litres	8 litres	5 litres
0.8 litres	0.7 litres	0.5 litres



Racing Blue (DPBSE)



	ENGINE	WR450F	WR250F	TT-R125LW/LWE
Type	Liquid-cooled, 4-stroke, DOHC, 5-valves, forward-inclined single cylinder	Liquid-cooled, 4-stroke, DOHC, 5-valve, forward-inclined single cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, forward-inclined single cylinder	
Displacement	449 cc	250 cc	123.7 cc	
Bore and stroke	95.0 x 63.4 mm	77.0 x 53.6 mm	54.0 x 54.0 mm	
Compression ratio	12.3 : 1	12.5 : 1	10.0 : 1	
Max. power	NA	NA	7.2 kW (9.8 PS) @ 8,000 rpm	
Max. torque	NA	NA	9.85 Nm (1.0 Kg-m) @ 6,500 rpm	
Lubrication	Dry sump	Dry sump	Wet sump	
Carburettor	Keihin FCR-MX39/1	Keihin FCR-MX37/1	Mikuni VM20/1	
Clutch type	Wet, multiple-disc	Wet, multiple-disc coil spring	Wet, multiple-disc coil spring	
Ignition	CDI	CDI	CDI (digital)	
Starter system	Electric and kick	Electric and kick	Kick/electric and kick	
Transmission	Constant mesh, 5-speed	Constant mesh, 5-speed	Constant mesh, 5-speed	
Final transmission	Chain	Chain	Chain	
CHASSIS				
Frame	Alu semi-double cradle	Alu semi-double cradle	Diamond shaped	
Front suspension	Telescopic forks	Telescopic forks	Telescopic forks	
Front wheel travel	300 mm	300 mm	180 mm	
Rear suspension	Swingarm (link suspension)	Swingarm (link suspension)	Swingarm (link suspension)	
Rear wheel travel	305 mm	310 mm	168 mm	
Front brake	Single disc, ø 250 mm	Single disc, ø 250 mm	Single disc, ø 220 mm	
Rear brake	Single disc, ø 245 mm	Single disc, ø 245 mm	Drum, ø 110 mm	
Front tyre	90/90-21 54R	90/90-21 54R	70/100-19 42M	
Rear tyre	130/90-18 69R	130/90-18 69R	90/100-16 52M	
DIMENSIONS				
Overall length	2,200 mm	2,190 mm	1,885 mm	
Overall width	825 mm	825 mm	795 mm	
Overall height	1,305 mm	1,305 mm	1,085 mm	
Seat height	990 mm	990 mm	805 mm	
Wheelbase	1,500 mm	1,485 mm	1,270 mm	
Min. ground clearance	375 mm	375 mm	295 mm	
Wet weight (with oil and full fuel tank)	123.3 kg	118 kg	84 kg / 90 kg	
Fuel tank capacity	8.0 litres	8.0 litres	6.0 litres	
Oil tank capacity	1.2 litres	1.4 litres	1.2 litres	

Not all models and/or colours as depicted in this brochure are available. Please contact your local Yamaha dealer to check the availability of our models.



TT-R110E	TT-R50E	PW80	PW50
Air-cooled, 4-stroke, SOHC, forward-inclined single cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, forward-inclined single cylinder	Air-cooled, 2-stroke, reed valve, forward-inclined single cylinder	Air-cooled, 2-stroke, reed valve, forward-inclined single cylinder
110 cc	49.5 cc	79 cc	49 cc
51.0 x 54.0 mm	36.0 x 48.6 mm	47.0 x 45.6 mm	40.0 x 39.2 mm
9.3 : 1	9.5 : 1	6.6 : 1	6.0 : 1
5.2 kW (7.1 PS) @ 7,500 rpm	2.4 kW (3.3 PS) @ 8,500 rpm	3.5 kW (4.8 PS) @ 5,500 rpm	2.0 kW (2.7 PS) @ 5,500 rpm
8.0 Nm (0.8 kg-m) @ 4,000 rpm	3.2 Nm (0.3 kg-m) @ 5,500 rpm	6.3 Nm (0.64 kg-m) @ 5,000 rpm	3.8 Nm (0.39 kg-m) @ 4,500 rpm
Wet sump	Wet sump	Yamaha Autolube	Yamaha Autolube
Mikuni VM16/1	Mikuni VM11	Mikuni VM15/1	Mikuni VM12/1
Wet, multiple-disc	Wet, multiple-disc and centrifugal automatic	Wet, multiple-disc and automatic	Wet, centrifugal automatic
CDI	CDI (digital)	CDI	CDI
Kick and electric	Electric	Kick	Kick
Constant mesh, 4-speed	Constant mesh, 3-speed	Semi-automatic	Automatic
Chain	Chain	Chain	Shaft drive
Steel tube backbone	Steel tube backbone	Steel tube backbone	Steel tube backbone
Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
115 mm	96 mm	110 mm	60 mm
Swingarm (monocross)	Swingarm (monocross)	Swingarm (monocross)	Unit swing
110 mm	71 mm	95 mm	50 mm
Drum, ø 95 mm	Drum, ø 80 mm	Drum, ø 95 mm	Drum
Drum, ø 110 mm	Drum, ø 80 mm	Drum, ø 110 mm	Drum
2.50-14 4PR	2.50-10 4PR	2.50-14 4PR	2.50-10 4PR
3.00-12 4PR	2.50-10 4PR	3.00-12 4PR	2.50-10 4PR
1,565 mm	1,305 mm	1,540 mm	1,245 mm
680 mm	595 mm	640 mm	575 mm
923 mm	775 mm	880 mm	715 mm
670 mm	555 mm	635 mm	485 mm
1,080 mm	925 mm	1,055 mm	855 mm
180 mm	135 mm	185 mm	105 mm
72 kg	57 kg	61 kg	39 kg
3.8 litres	3.1 litres	4.9 litres	2 litres
1.0 litre	1.0 litre	0.75 litre	0.35 litre

2009

Off-Road Competition

www.yamaha-motor-europe.com



Disclaimer:

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Images shown in this brochure depict professional riders performing under controlled conditions. Specifications and appearance of Yamaha products as shown here are subject to change without notice and may vary according to requirements and conditions.

For further details, please consult your Yamaha dealer.



Yamaha highly recommend the use of genuine Yamaha accessories and clothing. Contact your local dealer or visit our website:
www.yamaha-motor-acc.com