West course
Historical Models　Information

※In no particular order

※The information provided here may differ from the vehicle on display due to maintenance or other reasons.

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YA-1 (1955 / Production Model)

As Japan embarked on its path to the post-war recovery in the 1950s, many companies entered the motorcycle industry. At one point, the number swelled to 204 manufacturers.

Under such circumstances, Genichi Kawakami, president of Nippon Gakki (the predecessor of Yamaha Motor), declared a policy to the company's senior executives, saying that he wanted to "prototype a motorcycle engine and begin full-scale motorcycle production within a year." With this goal in mind, the company started the development process based on the DKW's 2-stroke 125cc model RT125 selected from several European models.

With the transmission upgraded from a 3-speed to a 4-speed gearbox, the development team tried to create an original design in which the gear shift pedal and kick starter pedal shared the same axis. Furthermore, the machine adopted Japan's first primary kick-start system, which allowed the engine to start with a kick regardless of the gear position as long as the clutch was disengaged. A groundbreaking improvement was made for easy handling.

At a time when motorcycles were typically painted in black, the two-tone maroon and cream color system, inspired by a "chestnut-colored racehorse," gave an innovative impression. Combined with its sharp acceleration and nimble handling, the YA-1 earned the nickname "Red Dragonfly." The design team—students from the Department of Design at Tokyo University of the Arts—later became the founding group of "GK (Group of Koike)." It has continued to create numerous Yamaha motorcycle designs to the present day.

MF-1 (1960 / Production Model)

The MF-1 was Yamaha Motor’s first 50cc moped and positioned as the roots of the Mate Series, which became a best-selling line of business motorcycles five years later. Its monocoque frame integrated the front fender, headlight, and fuel tank into one form that flowed all the way to the taillight. Its two-tone body was composed of characteristic handlebar covers, a leg shield, and a rear fender. These were combined to attract attention for its stylish, modern design unlike any other machines. The front suspension adopted the Neidhart system (compressing rubber blocks) while the rear suspension used the Eligo system (compressing coil springs encased in rubber). This design eliminated the need for a commonly used rear-side suspension, not only giving the model an advanced appearance but also delivering a long-stroke, comfortable ride that received a high reputation. The MF-1 was also equipped with an electric starter, a rarity in the 50cc class at the time, making it a popular model as a moped that was “easy for anyone to ride.”

FX50 (1972 / Production Model)

The FX50 was a pure sports model in the 50cc class. Compared to its predecessor FS50, which used a pressed backbone frame, it adopted a full-fledged double cradle frame and significantly improved its rigidity. Its air-cooled single-cylinder 50cc engine, equipped with "Torque Induction," delivered an exceptionally high performance. The café racer style featured a slim, long and straight fuel tank with a large capacity (8.0 liters), a racer-style seat, and a sleek, horizontally emphasized rear fender. All these made it a dream motorcycle high school students admired as their first Yamaha. In terms of equipment, it adopted components reminiscent of higher-end models, such as dual meters, a main switch, and the “One Key, Three Locks” system that allowed the ignition, steering lock and seat lock to be operated with a single key. The checkered flag designed on its side cover evoked a racing image.

Along with the off-road model MR50, which was released simultaneously, the FX50 gained strong support among young riders as an authentic "zero-han" (50cc) sport motorcycle.

S50 Passol (1977 / Commercial Model)

Behind the development of the Passol was a market expectation that there was a growing demand for motorcycles for women. Without sticking to existing technologies, Yamaha examined where actual customer needs existed and found the keyword “gentleness,” which allowed women to ride a motorcycle wearing a skirt with their legs together. This concept gave birth to a new riding style called “step-through.” Putting priority on design, the engine and drivetrain were fully covered so riders would avoid getting their clothes dirty and feel a sense of cleanliness and friendliness.

Other key features included front and rear hand brakes as in bicycles, an automatic transmission for easy operation, a kick-starter that worked with a single push, and the adoption of cast wheels. In addition, its low seat height of 680 mm, overall length of 1,515 mm, and light body weight of 45 kg made this vehicle easy for women to operate. With a fuel efficiency of 75 km per liter, it also offered excellent economy and helped establish a new category called the “soft bike.”

Yamaha decided to use Japanese actress Kaoru Yachigusa as Passol’s image character and launched a large-scale promotional campaign with the catchphrase “*I love it because it’s gentle*.” It also promoted the Passol through TV commercials, exhibition and test-drive events, and even by holding “Yamaha Moped License Classes.” These efforts enormously expanded Yamaha’s share in the family-use motorcycle market.

CV50E BELUGA (1981 / Production Model)

In the early 1980s, a sense of economic boom influenced people’s lives in Japan as the country pulled out of the oil shock recession and enjoyed growing global reputation of Japanese products through technological innovations.

The CV50E Beluga was developed for this evolving market, where people began to enjoy increasing leisure time and introduced both cars and motorcycles in a "six-wheel lifestyle." It was a full-fledged scooter aimed at male riders. Its 49cc air-cooled, 2-stroke, single-cylinder engine produced a maximum output of 3.8 PS at 6,000 rpm.

The Beluga featured a fully covered body that concealed all mechanical parts, a spacious step-through styling, an all-built-in lighting system, a comfortable and soft underbody, and an intake/exhaust system designed with fuel efficiency and low noise in mind. All these were aimed for creating a refined, premium look and feel.

In terms of design, the leg shield, which was typically a single panel, was made of two separate front and rear panels to produce a sense of luxury. The body silhouette, instead of emphasizing emotional styling, aimed to create intelligent impression with a sense of precision and rationality.

The CV50E Beluga was also Yamaha’s first mass production scooter to adopt a CVT (Continuously Variable Transmission). It was a key device developed in the scooter category that later evolved into today’s electronically controlled YCC-AT (Yamaha Chip Controlled Automatic Transmission).

CE50E Jog (1983 / Production Model)

In Japan, the intense competition for developing 50cc motorcycles continued from the 1970s to the early 1980s. But it had already slowed down before this model appeared in the market.

However, young people's interest in those vehicles remained strong, prompting the development of a new sports scooter designed around the theme of a light and active "sneaker." The CE50E Jog featured a powerful 4.5-horsepower engine combined with a lightweight 49 kg body and delivered quick acceleration and energetic riding experiences. Also designed to provide top-level practicality, it became a go-to model for young riders.

In terms of design, it stood out with its front fender integrated with its body, which was regarded highly innovative at the time. This design, which conveyed a sense of lightness and speed, later influenced the styling of sporty scooters including rival models.

The 1984 version of this model adopted a refined, urban-style two-tone color scheme. A large circular logo sticker bearing the model's name was placed asymmetrically on the leg shield when viewed from the front. This deliberate attempt added a lively and stylish touch to its appearance.

LB50IC Zippy (1973 / Production Model)

The LB50IC Zippy was Yamaha Motor's first "sporty fashion" leisure motorcycle. Its 49cc, 4.5ps engine was housed in a reverse-triangle pressed-steel body that covered the backbone frame. Its seat height was kept low at 695 mm, and its long 645 mm seat allowed for a flexible riding position. With a 14-inch front wheel and an extra-wide, small-diameter 8-inch rear wheel, this model's unique and tough body styling broke away from the conventional image of motorcycles, giving it a distinctive appeal suitable for a leisure model. "Zippy" means "lively" or "brisk." Yamaha's leisure motorcycle series later expanded to uniquely designed models like Chappy (LB50 II) and Bobby (LB50 III).

MJ50 TOWNY (1980 / Production Model)

The expansion of the market for small and compact mopeds, aka soft bikes in Japan, driven by the increasing sales of Passol and other models, stimulated growing demand for models for male drivers. It eventually led Yamaha to develop this model (MJ50 TOWNY) three years later.

It was equipped with a 49cc air-cooled, 2-stroke single-cylinder engine producing 2.8 PS at 6,000 rpm. It also featured a 2-speed automatic transmission and a shaft drive system.

The MJ50 TOWNY was designed as a "soft bike" for men in their 30s to use casually. It mainly featured larger-than-usual 16-inch front and 14-inch rear tires, a large seat, and a pressed backbone frame. These elements were organized into a straight-lined and sporty appearance.

In the late 1970s, the men's fashion magazine *POPEYE* was launched. It promoted the so-called “City Boy” lifestyle and introduced not only fashion but also cultures and lifestyles of many places like the American West Coast and major cities around the world, making huge impacts on young people around the age of 30. The TOWNY was a perfect match for the ambience it created.

This model was launched with a TV commercial featuring the catchphrase *“Ii naa, kore!”* (“I really like this!”), which became a fad word at the time. The commercial even won awards, making the TOWNY a talk of the town.

QA50 POCKE Midnight (1981 / Production Model)

This model was a limited-edition version of the town-oriented leisure motorcycle Pocke released in 1980. Its body was finished in a black-and-gold “Midnight Special” color. The name *Pocke* was derived from the concept of being “small enough to fit in a pocket.” It featured an overall length of 1,280 mm, a weight of 52 kg, and 6-inch ultra-small wheels, the smallest size among Japanese production motorcycles at the time. In addition, its foldable handlebars allowed it to be packed into a car and unloaded for fun riding. Thanks to these characteristics, the Pocke offered a unique presence unlike any other motorcycles. Its minimalistic body housed a GT50-derived 2-stroke (3ps) single-cylinder engine with a 4-speed transmission. Combined with a 5.3-liter fuel tank, a stable triangular-based styling, and energetic performance, it gained strong popularity among adult motorcycle enthusiasts.

GR50 (1976 / Production Model)

The GR50 was the road sport version of the GT50 (Mini-Trail). Equipped with 14-inch front and rear tires, low-slung continental handlebars, a large-capacity square fuel tank, a single seat with a seat stopper, and a seat cowl styled like a racing number plate, it conjured the image of an authentic racing machine. As the only compact café racer–style model in this class, the GR50 stood out from conventional minibikes when it was launched into the market. It was powered by the same air-cooled, 2-stroke, single-cylinder 49cc engine as the GT50, equipped with a piston-reed-valve torque induction intake system. As a result, it delivered lively and sporty performance despite its compact body size. Its 5-speed return-type transmission also helped realize its authentic specifications suitable for sport driving.

YSR50 (1986 / Production Model)

Minibikes like Honda's Monkey first appeared in the market in the 1960s. As motorcycles for leisure riding became popular in the 1970s, Japan's motorcycle makers released various models of minibikes.
Meanwhile, the boom of racer-replica models with full fairing started in the 1980s with the release of 250cc class vehicles. Then, motorcycle manufacturers newly developed both 2-stroke and 4-stroke models in succession.
Riding that wave, Yamaha released the YSR50 as a model stimulating the playful nature of racing fans. It was styled as a scaled-down version of the factory racer YZR500, which competed in top-tier races at the time. It was equipped with a 49cc air-cooled single-cylinder 2-stroke engine producing 7ps at 8,800 rpm. It also featured a return-type 5-speed transmission and front disc brake, a specification enabling serious sports driving. It became a standard model for then-popular minibike races.
Its design skillfully balanced seriousness and exaggeration. Especially, its graphic design inspired by factory racer models received good reputations. As a result, various versions of this model were introduced over time, proving that product graphics could significantly enhance a product's appeal.

RZ50 (1981 / Production Model)

In the 1980s, the moped license became a coveted item among high school students as they were only required to pass a paper exam to obtain a license. However, because it was not easy for them to buy a brand-new motorcycle, their demand was focused on used ones from the 1970s. Among those vehicles, Yamaha's RD50, originally released in 1974, went through a model change in 1977 and boasted a class-leading 6.3 PS at the time.

In 1981, Yamaha released the RZ50 that received a full model change. Like the RZ250 and RZ350, this 50cc supersport sought to enhance the appeal of two-stroke machines. It featured a lightweight, high-rigidity double-cradle frame and a water-cooled, 49cc single-cylinder two-stroke engine with Yamaha Energy Induction System (YEIS) and a 6-speed close-ratio transmission. The engine delivered a maximum output of 7.2 PS at 9,000 rpm. Its underbody came with Yamaha's Monocross suspension, 18-inch cast wheels front and rear, and a front disc brake, offering top-class performances for its category at the time.

Its design reflected the trend of the era, adopting an "integration" approach as seen in the XJ750A released in 1981, where parts appeared continuously unified into a silhouette.

TDR50 (1988 / Production Model)

The history of Yamaha Motor's minibikes started when the GT50 (nicknamed "Mini-Trail") was released in 1972 and sparked a major boom in the market. This model was developed based on the image of the popular off-road series originated from the DT-1.

The YSR50, released in 1986, adopted 12-inch wheels instead of then-mainstream 10-inch wheels. This gave the YSR50 a charming appearance while effectively scaling down its reference model YSR500. Combined with its well-regarded air-cooled engine that enabled nimble performance, the YSR50 became so popular that one-make racing series were held specifically for this model.

Following in the steps of the YSR50, the TDR50 was released with its styling image scaled down from that of the on/off-road sports motorcycle TDR250, released in July 1988, to the image of a 50cc minibike with 12-inch wheels.

The TDR50 was equipped with a newly developed piston reed valve intake, two-stroke, single-cylinder engine. For its underbody, it featured a front suspension of 140 mm wheel travel and a rear suspension of 130 mm wheel travel, along with 12-inch cast wheels and disc brakes on both front and rear.

YDS-1 (1959 / Production Model)

The YDS-1 was a landmark model that left a significant mark in Japanese motorcycle history as the “first domestic supersport motorcycle.”

It successfully blended functional beauty with design aesthetics, featuring a streamlined, modern and sophisticated style and a headlight nacelle housing the speedometer, tachometer, and trip meter. Its 20-horsepower, 2-stroke, 2-cylinder engine was mounted in a steel-pipe cradle frame and featured Japan’s first 5-speed transmission along with twin carburetors. These specifications enabled the machine to achieve an outstanding 0-400-meter acceleration in just 16.8 seconds. A wide range of race kit parts was also available, allowing the YDS-1 to compete in various racing categories both on and off the track.

The release of the YDS-1, with its striking orange metallic paint, made a strong impact on motorcycle fans and established the image of “Yamaha = 2-stroke sport motorcycles” This image was inherited to the iconic RZ models 20 years later.

The YDS-1 represents the origin of Yamaha’s sport motorcycles. It also holds a very important place in Japanese motorcycle history when talking about the supersport category it established.

YDS-3C (1966 / Production Model)

The YDS-3C was a scrambler model developed for overseas markets based on the high-performance sports model YDS-3. Its development started in response to the growing popularity of off-road motorcycles in the United States. Its 2-stroke, parallel-twin engine, which featured Yamaha’s proprietary “Autolube system” for separate oil and fuel supply, delivered excellent power, reliability and durability even in off-road scenes. Its body, designed to withstand off-road riding while maintaining functional beauty, was equipped with a semi-up muffler and off-road block-pattern tires for better traction on unpaved roads. The simple yet tough design with increased ground clearance created a wild atmosphere.

The YDS-3C became an important step in Yamaha’s development of off-road motorcycles, which later led to the highly successful full-fledged off-road model DT-1.

XS-1 (1970 / Production Model)

Since its founding in 1955, Yamaha Motor mostly developed 2-stroke engine models. The XS-1 was its first 4-stroke motorcycle launched in the market. At a time when Japan's expressway system was expanding and global demand was rising for larger and faster motorcycles, Yamaha's competitors released notable models in succession, such as Honda's 4-stroke, 4-cylinder CB750 and Kawasaki and Suzuki's 2-stroke, 3-cylinder Mach III and GT750 respectively. Yamaha responded with the development theme of a "lightweight, slim, and compact large-displacement sport model" and achieved its goal with a slim OHC twin engine mounted in a slender double-cradle frame. The resulting model offered nimble handling and unique sounds to gain a lot of fans. Its functional yet aesthetically refined design elements, such as the front drum brake, fuel tank, side covers, and the beautiful vertical twin engine on its own, established an elegant style that has been highly acclaimed to the present. Furthermore, the candy-green body color, realized by advanced painting techniques, embodied Yamaha's longstanding aesthetic approach to motorcycle coloring tracing back to the YA-1. The XS-1 can be seen as one of the company's representative works in its color design.

SDR (1987 / Production Model)

In the 1980s, the racer-replica boom triggered fierce competition in the Japanese domestic market, especially in the 250cc and 400cc classes. This rivalry for enhanced performances was not limited between different manufacturers. It also intensified internal competitions within the same companies. In-house teams were trying to develop high-performance 4-stroke models that were able to surpass their 2-stroke counterparts.

Model development was guided by forward-thinking strategies with market expansion and sales targets in sight. Only a few proposals made it through the strict selection process. At first, the SDR was excluded from the screening process as its specifications (195cc engine producing 34ps at 9,000 rpm) included nothing special in light of then-prevailing trends. However, the development team further refined the proposal behind the scenes including design improvement. As a result, its prototype received good reviews in the product development meeting participated by board members, leading to an official approval for its development.

The SDR featured a lightweight, high-rigidity truss frame that typically symbolized Yamaha's design policy of slimness, lightness and compactness. It was also equipped with distinctive components such as an aluminum air cleaner box, a fuel tank designed to fit the rider's body, and a single seat.

In addition to its unique exterior design and beautifully finished surfaces using both plating and exposed materials, it introduced a kick pedal that could be folded without protruding from the frame. These details resulted from collaborative efforts by engineers and designers, a characteristic unique to Yamaha.

DT-1 (1968 / Production Model)

In 1965, Japan's trade balance moved to a surplus as the nation's product qualities gained recognition in foreign countries, contributing to enhancing the competitiveness of the export industry.
In the 1960s, Yamaha Motor had already developed models for the U.S. market under the name of *Trail Master,* based on on-road motorcycles. However, alongside the development of the YX26, a motocross vehicle with a 250cc single-cylinder engine developed in 1965, the DT-1 was designed as a production model. It featured an air-cooled, 2-stroke 246cc engine producing a maximum output of 18.5 PS at 6,000 rpm, with a vehicle weight of 112 kg.
Its wide 4.00-18 rear tire was comparable to those used on four-wheeled trucks at the time. Because no such tires were available for motorcycles in Japan, Yamaha collaborated with tire manufacturers to develop an ultra-wide tire specifically used for this model.
Its fuel tank was painted in pearl white with pinstripes. Yamaha studied how to bring out this color by flaking Akoya (mother-of-pearl) shells. The stripe appearance was achieved with three coats of paint and two rounds of baking, a technique developed from Yamaha's unique expertise in piano finishing.
To emphasize a slim and compact body, overall width of the body including the muffler was thoroughly reduced. This design has served as a basic philosophy for off-road motorcycles even to the present day.

TY250 Scottish (1984 / Production Model)

Based on the TY250R, a motorcycle trial competition machine known as the "Magician of the Terrain," this model was developed as a road-going machine. It shared some features with the TY250R, such as a grippy, torque-rich engine, a slim high-tensile steel diamond frame, and a link-type Monocross suspension system. To make it suitable for road use, it was equipped with components like an Autolube system (separate oil injection) tuned for road-use engine RPMs, a 6-speed transmission, dual-purpose tires, and a headlight and taillight designed for essential functionality. It also featured dedicated parts such as a specially designed seat that balanced practicality with competitive functionality.

E-FV (2023 / Concept Model)

Since the EC-01 was introduced at the 2003 Tokyo Motor Show, Yamaha Motor has been exploring a wide range of possibilities in various domains, from everyday commuters to off-road motorcycles and sports models.
The E-FV was a drivable concept model unveiled at the 2023 Japan Mobility Show. Aiming to explore the fun of electric mobility, young engineers voluntarily engaged in its development while having fun to create an electric minibike that families could enjoy together. Equipped with the power unit from the electric trial bike "TY-E," the E-FV eliminated the need for gear shifts, allowing the rider to focus entirely on the riding experience. In addition to the quietness unique to electric vehicles, this vehicle was equipped with a sound device called "Active Sound Control," which enabled its users to enjoy various sounds such as the startup and shutdown noises and engine-like exhaust sounds found in conventional motorcycles.
At the 2025 Japan Mobility Show, Yamaha will introduce the third-generation *MOTOROiD:Λ*, a model that proposes future relationships between humans and vehicles, and *TRICERA proto*, a fully open-style three-wheeled vehicle that brings a new dimension to the sense of human-machine integration. These and other achievements in electric vehicles, developed from Yamaha Motor's unique perspective, will be showcased to the world for the first time.

DKW RT125K (1938 / Production Model)

This was a product of DKW, a company established in 1932 in Zschopau, Germany. The model released in 1934 featured a 2-stroke 98cc engine producing 2.5 horsepower. Despite its modest output, its light weight of only 45 kg enabled the machine to cruise at speeds of 60 km/h, a performance level considered quite sufficient at the time. In addition, the large spring under the saddle offered a comfortable ride.
After World War II ended, the design blueprints of this vehicle were provided to various countries as part of the postwar reparations. Based on its excellent basic design, many copies and variations were created from this model.
Taking a cue from this model, Yamaha Motor developed its first product YA-1 and released it in 1955. Since Yamaha was not allowed to obtain the blueprints, it had to start the development by disassembling and studying existing products. Both in terms of design and engineering, Yamaha considered the product development not as an imitation but as a subject of study, aiming to create a better product while trying to learn much from the forerunner. The YA-1 laid a foundation for Yamaha to become known as a company of "technology and design" as it won its debut race even as a latecomer in the industry and its finely crafted parts and striking maroon-colored body were highly appreciated.

This model helped trigger the boom in touring trials. The *Ihatov Trial* held in Japan's Iwate Prefecture is famously known as an example.

GT50 (1972 / Production Model)

The GT50 was the successor to the Mini Trail FT50. It mounted the same high-performance engine as the MR50 in an authentic double-cradle frame. It also inherited off-road styling of the "DT Series," including a raised front fender, high-mounted muffler, flat seat, and semi-block tires. The compact and scaled-down body made it easy for children, women, and novice riders to enjoy off-road riding. Affectionately nicknamed "Mini-Tore" (Mini-Trail), the GT50 became a huge hit, especially among young riders, as an entry-level off-road motorcycle.

The "Mini-Trail" category created by the GT50 had a major impact on Yamaha's subsequent line of minibikes. The expertise in designing compact yet high-performance bodies, which was gained through the development of the GT50, was passed down to later models such as the road-sport YSR50 and the off-road DT50. The GT50 served as a catalyst for introducing the fun of motorcycling to many young people.

SEROW225 (1985 / Production Model)

"Climb, descend, fall." "From competition to challenge and enjoyment." Drawing inspiration from the image of an agile and powerful Himalayan serow (a kind of goat-antelope) traversing rugged terrain, the SEROW225 was designed based on the basic concept of "the joy of conquering terrain with two wheels and two feet." It was a mountain trail motorcycle with functions necessary for fun riders going deep into mountainous areas like forest roads, mountain paths, animal trails, and pathless forests. It featured a tenacious and sufficiently powerful 223cc 4-stroke single-cylinder engine equipped with a semi-auto compression release mechanism for improved starting and assistance during deceleration. With a lightweight and slim body, a low seat height of 810mm, a sharp steering angle of 51°, and grips placed in three locations, it was easy to handle and ideal for mountain activities. Suitable for city riding as well as off-road use, it was embraced by a wide range of riders including women, beginners, and experienced riders. It expanded the idea of what motorcycles could do for leisure and enjoyment, establishing its own category of Serow. While keeping its concept unchanged, the SEROW continued updating and became a long-running bestseller for 35 years.

Normally, motorcycle model names are assigned once product development is finalized and commercial release is confirmed. But the name "Serow" was selected during the design development stage from among multiple candidate names and concepts presented together.

TZM50R (1994 / Production Model)

In the 1990s, motorcycle races were held in many places in Japan, participated by minibikes with 12-inch tires and 2-stroke engines with manual transmissions. They created a big boom because of their low entry barriers.
The YSR50, released in 1986, was a deformed and scaled-down version of the factory racer YZR500. With its charming design and well-crafted body, it became the standard model for minibike racing at the time.
The TZM50R was developed as a full-fledged sport replica model, equipped with a water-cooled, single-cylinder, crankcase reed-valve engine and a 6-speed transmission.
Unlike the approach taken for the development of the YSR50, this model did not rely on a deform-and-scale-down method. Instead, while drawing on the factory racer TZ250M, it aimed to share a visual identity with its sibling model TZR50. As a result, the TZM50R was provided with a compact yet serious design that emphasized the competitive spirit expected in racing as the youngest member of the TZR series.

TZR250R (1991 / Production Model)

As the racer replica motorcycle started booming in Japan in the 1980's, Japan's motorcycle makers flocked into the market. At first, they assumed racer replica models would be used on public roads when designing their riding postures and vehicle specifications. The idea was to make production models resemble racing machines in appearance.
The TZR250 (1KT), released in 1985, was the first production model featuring a newly designed parallel-twin engine with a maximum output of 45 horsepower, which was mounted in the Deltabox frame introduced for the first time to a production model. It also adopted a full fairing based on aerodynamics. As a result, its structure was organized into a lean and persuasive design.
The second-generation model 3MA, released in 1989, adopted a rear exhaust layout. Although the exhaust chamber located under the seat posed a design challenge, it was organically integrated as a distinctive design feature.
Then the third-generation model 3XV, released in 1991, introduced a V-twin engine, which enabled a more compact Deltabox frame. The styling was revamped from the glamorous shape of the previous generation to a sleeker and tighter design expression.

TZ250M (1993 / Race Machine)

In the 1990s, two-stroke-engine machines made up the majority in the Road Racing World Championship Grand Prix (WGP). At the same time, many Japanese riders stepped up from the All Japan Road Race Championship to compete in the WGP.

The TZ250M was a factory machine developed based on the production racer TZ250. Its engine—a single-crank, V-twin, 2-stroke 249cc producing over 85 horsepower—was inherited from the 1990-model YZR250. Refined over three years, it achieved excellent acceleration and power characteristics. Its chassis and underbody incorporated many parts exclusively developed for this machine and not found on production models. As a result of the dramatic final-round battle between Tetsuya Harada on the TZ250M and Loris Capirossi on the Honda NSR250, the TZ250M won the championship in its first year of the WGP competition.

By the way, the top 500cc class was renamed the MotoGP class in 2002. Since then, the race as a whole has been referred to as “MotoGP” to the present day.