

TT600



THE SINGLE MOST IMPRESSIVE 4-STROKE SINGLE.

At Yamaha, we know there's one thing you serious 4-stroke dirt bikers would give up your next three birth-days for. A big-bore thumper that's as serious about off-road riding as you are.

A bike that won't struggle up hills, tiptoe around rocks and generally act as if it's on unfamiliar ground.

A bike that's rugged, torquey and powerful, yet lightweight enough to move quickly and nimbly over, around and through the recreational terrain or off-road race course of your choice.

Well, what you're looking at is what you're looking for. The brand-new TT600, the ultimate 4-stroke enduro racing machine.

The TT600 boasts the biggest, torquey, most powerful 4-stroke single Yamaha, or anyone else, has ever produced. A 595cc SOHC workhorse with CDI and gear-driven balancer to pump out awesome amounts of torque with uncanny smoothness.

At 595cc's it has 6% more displacement than the XT550, yet weighs 8% less. In fact, the entire bike, with its totally redesigned chassis, is 10 kilogrammes lighter than the XT550.

To deliver all the power and torque, undiluted to the ground, the TT600 is equipped with the latest Monocross rear suspension, taken directly from our YZ motocross racers.

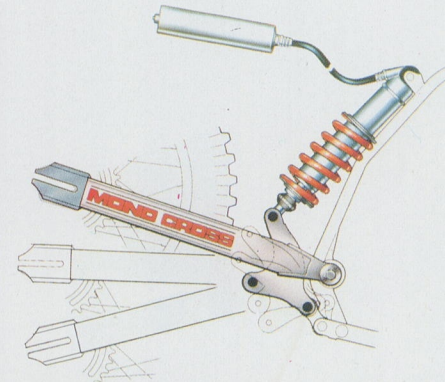
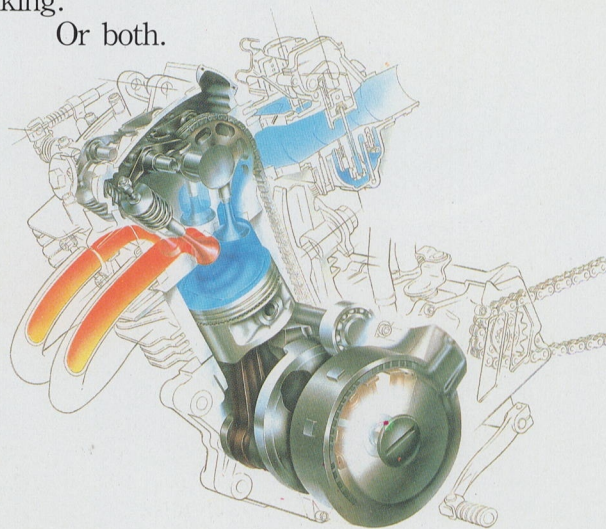
The monoshock unit is fully adjustable for rebound damping and pre-load. It's also smaller, lighter, more compact and sits lower in the frame. This, combined with a lower, more

centralised oil tank, contributes to an exceptionally low centre of gravity and an appreciable improvement in handling.

Of course, this remarkable assemblage of unequalled 4-stroke power, state-of-the-art chassis and YZ suspension wouldn't be complete without a front end to match. In this case, air-adjustable forks with huge 43mm tubes and no less than 300mm of travel.

Add to all that some of the competition-proven features of our IT enduro racers—quick-release axles, snail-cam chain adjusters, all ADR lighting and instrumentation requirements, tubular engine guards and a very generous tool bag—and what you've got is the first 4-stroke dirt machine that's more than equal to the rigors of enduro, cross-country, desert and 4-stroke motocross racing. Or the pleasures of a weekend of backwoods biking.

Or both.



RISING-RATE SUSPENSION

The TT600's motocross-proven Monocross rear suspension is a true "rising-rate" suspension. Which means that as the rear wheel begins to move upward, the suspension begins to stiffen. The farther the wheel travels, the stiffer both spring rate and shock damping become. The redesigned pivot and strut system allow the reservoir gas/oil shock absorber to sit lower, lowering the centre of gravity.

TT600ENGINE WITH YDIS

The TT600's powerplant is one of a kind. It not only has four valves and a dual exhaust system, it has a dual intake system, too.

To take full advantage of the four-valve set-up, our Yamaha Duo Intake System actually utilises two separate carburetors, a primary slide-valve unit and a secondary butterfly-valve unit. That makes for a combined intake area 20% greater than that of a standard single carb.

The result is more responsive low-end pull, smooth midrange and more power on top-end. Plus improved fuel economy.

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need it.

Lightweight, box
aluminium swin
improves stability
greater rigidity.

Snail-c

High-tension steel tube has been totally redesigned to provide maximum strength and minimum weight.

Large, lightweight 11-litre fuel tank.

New aluminium cylinder sleeve improves heat dissipation and allows engine to deliver that horsepower for longer hours.

More-than-generous tool bag holds everything you'll need should you be unlucky enough to

Extended, heavy-duty seat gives better rider protection and freedom of movement.

Lightweight enduro lighting package is designed to withstand the slings and arrows of all-out dirt racing.

A handy camshaft window indicates the proper position for starting. A decompression lever and throttle positioner takes the kickback out of kick starting.

Air-adjustable leading-axle front forks boast 43mm tubes and a big 300mm of travel.

Sectioning the swing arm gives

Quick release axles.

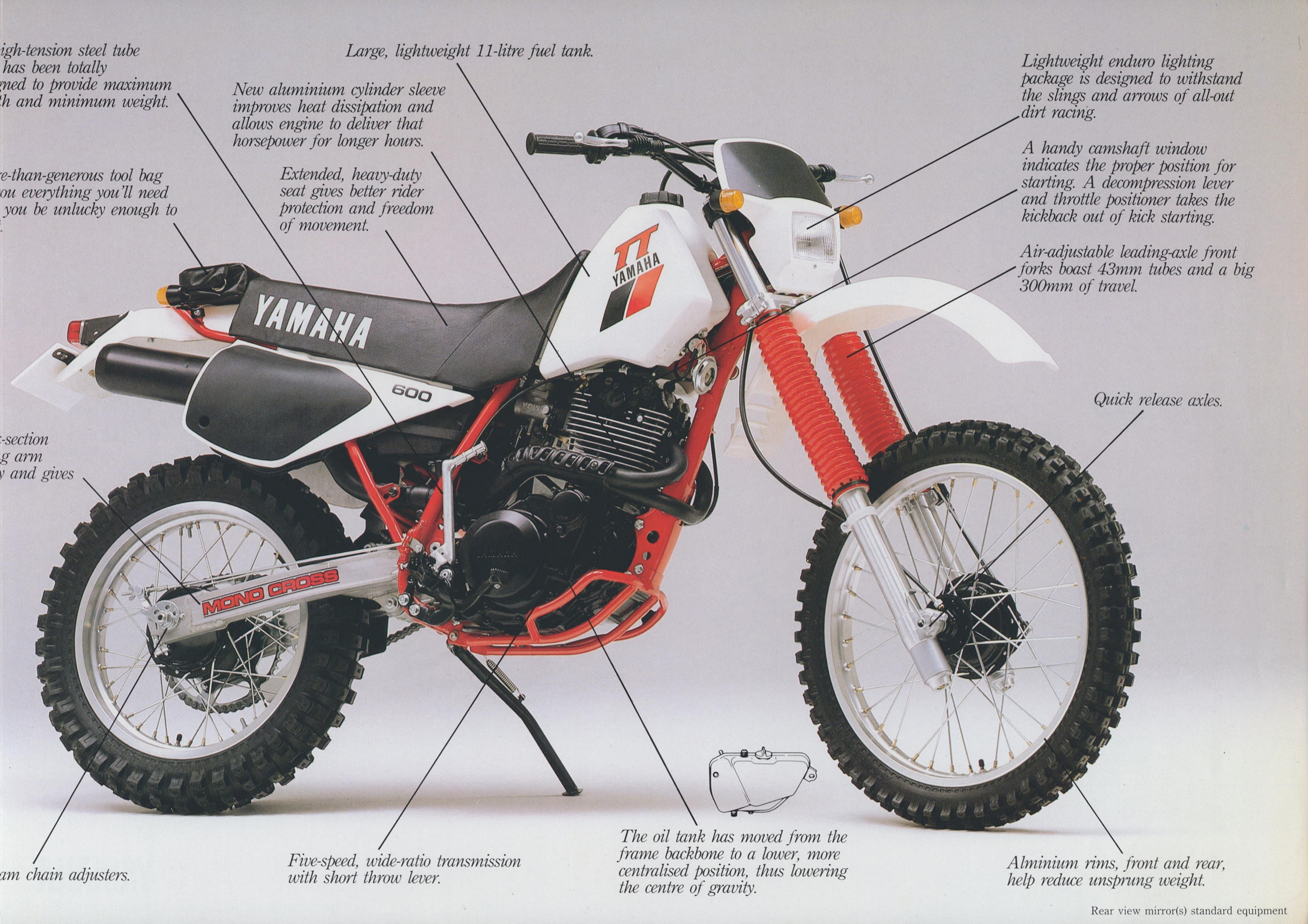
Chain adjusters.

Five-speed, wide-ratio transmission with short throw lever.

The oil tank has moved from the frame backbone to a lower, more centralised position, thus lowering the centre of gravity.

Aluminium rims, front and rear, help reduce unsprung weight.

Rear view mirror(s) standard equipment





TT600 SPECIFICATIONS

ENGINE

Type 4-stroke, SOHC,
4-valve, single
Displacement 595 cc
Bore and stroke 95.0 × 84.0 mm
Compression ratio 8.5 : 1
Lubrication Dry sump
Carburation Y27PV
Ignition CDI
Starter system Kick
Fuel tank capacity 11.0ℓ
Oil capacity 1.9ℓ
Transmission 5-speed
Final transmission Chain drive

CHASSIS

Overall length 2,180 mm
Overall width 850 mm
Overall height 1,270 mm
Seat height 935 mm
Wheelbase 1,485 mm
Ground clearance 300 mm
Dry weight 124 kg
Suspension

Front Telescopic forks
Rear Monocross suspension

Brakes

Front Drum
Rear Drum

Tyres

Front 100/80-21-4PR
Rear 140/90-18-4PR

Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice.

For further details, please consult your Yamaha dealer. Always wear a helmet and eye protection.

