

YZ490



MORE POWER TO YOU.

22cc's more to be exact.

That makes a total of 487cc's of dirt-slinging, berm-busting muscle that's sure to keep our big-bore YZ right where it's always been.

At the top of the open class.

To make sure you can use every horsepower, we gave the 490 our exclusive Yamaha Energy Induction System (YEIS for short). YEIS smoothes out the air/fuel intake flow, allowing for more torque on the low end where you need it most.

While we put a lot into the new YZ engine, we also left something out: fifth gear.

A new four-speed, constant mesh transmission lets you spend less time shifting and more time gassing it. And one less gear lets us make the other gears bigger and stronger.

INTRODUCING SON OF MONOCROSS.

Seven years ago, Yamaha introduced Monocross rear suspension.

The rest is victory. After victory. After victory.

And while you were out winning, we were out making Monocross better. More travel every year. Better damping. Easier adjustability.

In fact, this year, we improved it so much you won't even recognize it.

Monocross is now a rising-rate system that gives you 320mm of travel and the best of both worlds.

Soft, supple action over small stutter bumps and whoop-de-doods. Stiffer, more solid response for deep ruts and big jumps. In other words, the tougher the terrain, the tougher Monocross becomes.

That way, the rear wheel stays in contact with the ground longer than ever, so you can go faster than ever. With better handling and more stability.

And when it comes to adjustability, our new Monocross has got the holeshot. With 35 settings for compression damping, expansion damping and preload, Monocross is more adjustable than any system on two wheels.

So, no matter how big or small you are, or where you ride, you can make the YZ's new suspension work perfectly for you.

Up front, the hefty forks pump out a plush 300mm of ride softening wheel travel. And the twin leading shoe front drum brake combines with a big, full floating brake in the rear to bring the beast to a halt every time.

Not only does this year's big YZ have a new engine, new transmission and new suspension, it's got a new look too. A soft, works-style seat provides an extra 200mm of padding over the gas tank, where it counts. The fenders have been widened to keep the mud on the ground where it belongs. And even the number plates have been redesigned for better visibility.

The new YZ490. Bigger, faster and better handling than ever before.

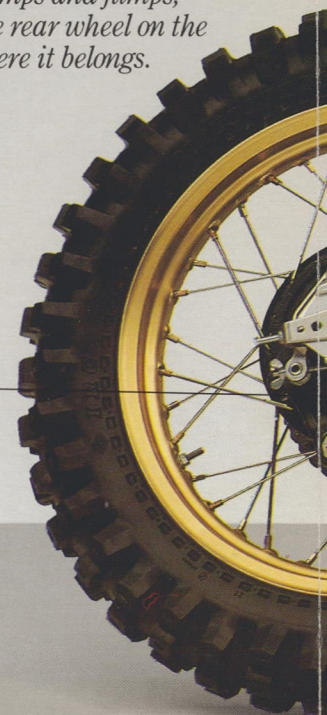
And a sure way to shut down the open class.

The full-floating rear brake allows the shoe to rotate and pivot with the frame, independent of the swing arm. Braking is smoother and more predictable.

New FIM-type side number keeps your leg from covering the number.

Durable, extra-wide polypropylene fenders are designed to prevent mud build-up.

New Monocross rising rate suspension system offers 320mm of travel and allows soft action over small bumps and stiffer action over big bumps and jumps, keeping the rear wheel on the ground where it belongs.



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ering your

*Works-style seat for more comfort
and maneuverability.*

*Monoshock is adjustable for
compression damping, rebound
damping and pre-load. 35 settings
in all.*

*Capacitor Discharge Ignition
(CDI) produces a hot, efficient
spark under all riding demands.*

*The single-down-tube cradle
frame is light, strong chrome-
moly, and provides a low center
of gravity.*

*Remote reservoir provides extra
oil for the monoshock, keeping it
cool for more consistent operation.*

*The leading-axle front forks have
a large tube diameter for better
handling.*

*A powerful, double-
leading-shoe front
brake provides maximum
control and stopping ability.*

*487cc two-stroke engine combines
with Yamaha Energy Induction
System (YEIS) to provide stump-
pulling torque and plenty of top
speed.*

*New four-speed
transmission lets
you spend less
time shifting and
more time on the gas.*



ENGINE

Type 2-Stroke, Reed-Valve, Single
Displacement 487cc
Bore and Stroke 87x 82mm
Compression Ratio 7.0:1
Maximum Torque 42.2ft-lbs
(5.83kg-m) @ 6,000rpm
Carburetion Mikuni VM38
Ignition Capacitor Discharge
Starting Primary Kick
Lubrication Pre-Mix
Transmission 4-Speed

CHASSIS

Overall Length 86.6"(2,200mm)
Overall Width 34.3"(870mm)
Overall Height 47.6"(1,210mm)
Wheelbase 59.1"(950mm)
Ground Clearance 12.6"(320mm)
Seat Height 37.4"(950mm)
Dry Weight 233lbs (106kg)
Fuel Tank Capacity 2.6gals (10l)

Suspension

Front Telescopic fork
Rear Swingarm with
New Monoshock

Brakes

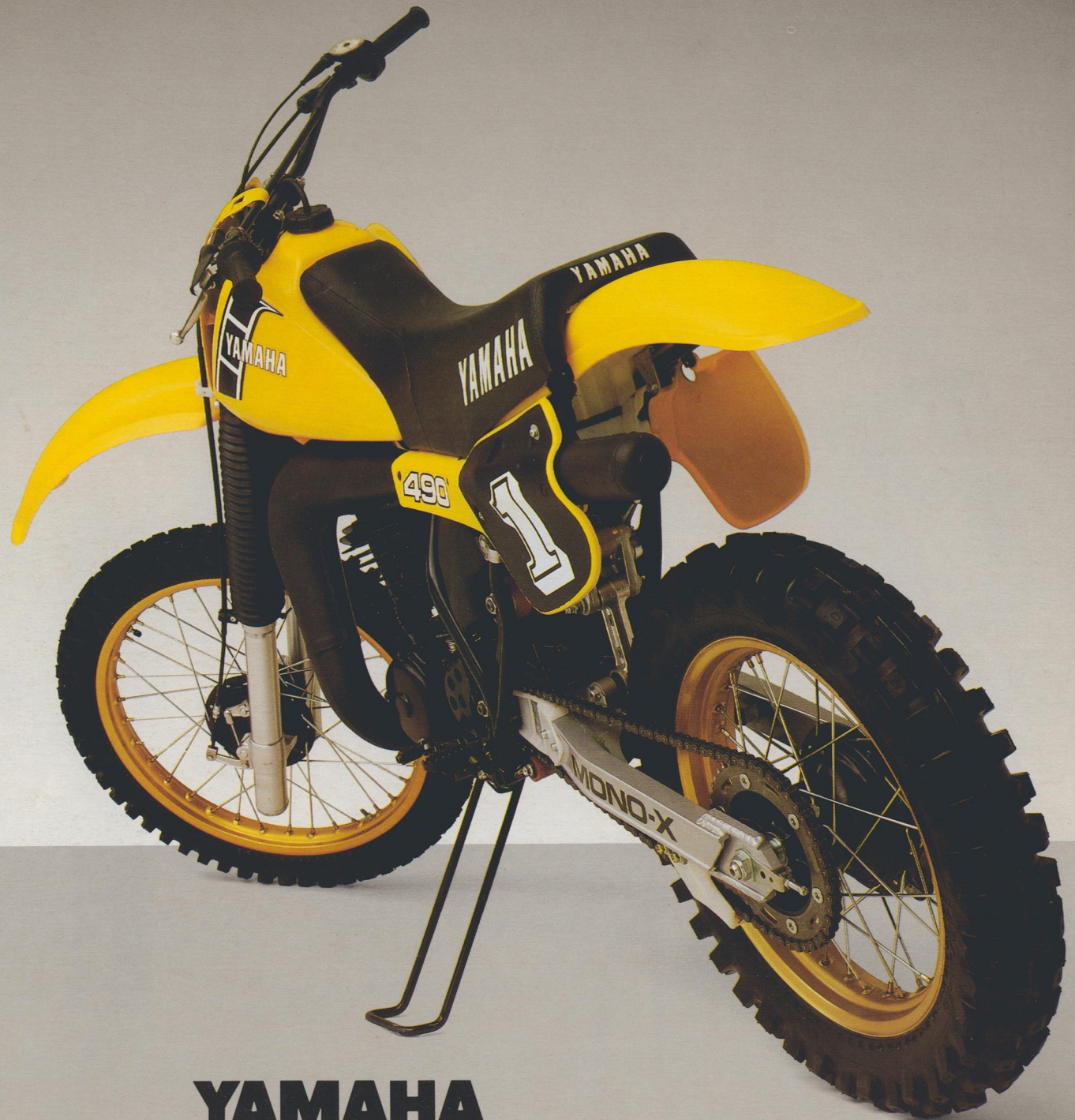
Front Drum,
with Double Leading Shoe
Rear Drum

Tires

Front 3.00x21
Rear 140/90x18

Coloring Competition Yellow

Specifications are subject to change without notice.



YAMAHA
THE WAY IT SHOULD BE.™