

PW50/80/YT60



LOTS OF FUN FOR THE LITTLE GUYS! ON TWO WHEELS OR THREE...

When you want to make a really big impression on the little guys in your life, why not let us help out? Yamaha have an unequalled range of mini machines that will introduce your children to the fun and excitement of motorcycling in the maximum possible safety.

Styled directly on our full-size YZ motocross racers and Tri-Moto threewheelers, these minis will thrill the kids right down to the soles of their little riding boots. But, in actual fact, they have enough built-in safety features and performance restrictors to maintain any anxious parent's peace of mind!

They're made to measure for children, in terms of both size and performance. Exciting enough to enjoy but not fast enough to frighten!

Smallest of the bunch is our PW50 — or 'Pee Wee' as it is affectionately known. As easy to ride as a bicycle..maybe even easier, as there are no pedals to push around! Just twist the throttle and the automatic transmission gets you going. Then squeeze the hand-operated brakes to stop. It couldn't be simpler!

On the safety side, there's our special starting system which means that the 'Pee Wee' can't run away with its young rider. Plus enclosed shaft drive and plastic covers over the pressed-steel wheels that protect young fingers from rotating parts.

In terms of performance or protection, there's no safer way of starting out than the Yamaha PW50.

For bigger children, or those with more experience, we offer the PW80, upgraded with larger-diameter, wire wheels, Monocross suspension and a 79cc engine with three-speed automatic clutch. It's as easy to ride as the PW50 but the more advanced chassis and bigger engine make the PW80 a stepping stone to the competition-level performance of our YZ mini-racers.

Finally, for the children and parents who prefer the inherent stability of three wheels, Yamaha offer the all-new YT60. Luckily, this little trike is not quite big enough for Mum and Dad...otherwise, the little guys would never get a look-in. It's that much fun!

Big balloon tyres mean that the YT60 is kind to the environment and there are numerous safety features to make sure that it won't damage its little riders either. Automatic transmission with enclosed shaft drive; hand-operated brake; bodywork designed to keep little feet out of the wheels; a trigger throttle specially designed for the push and pull of threewheeler steering. Even a special 'dog lead' connection that puts parents in complete control of novice riders! This long lead plugs into a special ignition cut-out on the rear of the bike. If Junior goes too fast, then Mum or Dad can yank the lead out of the cut-out and immediately stop the engine.!

Maximum fun, maximum safety!
It's always been the Yamaha way.



THE RIGHT WAY TO RIDE....

Parents are advised to familiarise their children with these useful tips and techniques.

Get yourself ready:

Spend a few minutes on warm-up exercises to loosen stiff muscles before you start riding.



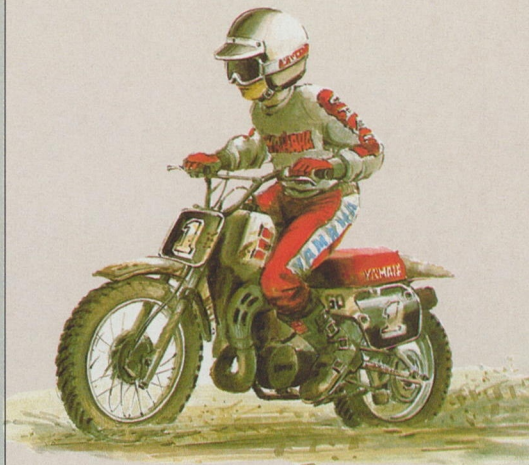
Check out your bike:

A smart young rider makes sure that he is familiar with the controls and that all are working before he begins riding. Check petrol and oil levels, make sure the engine is running smoothly and that you have air in the tyres. Then the bike's ready when you're ready!



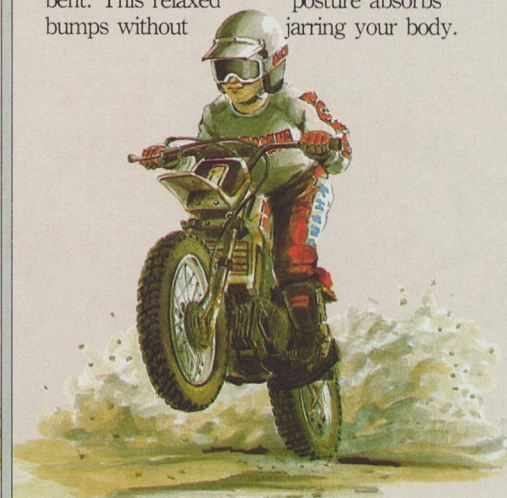
Staying straight:

Begin practicing by making sure that you can maintain a controlled straight line over rough ground.



Ride relaxed:

Crouch just above the seat with your knees tucked into the tank and with legs slightly bent. This relaxed posture absorbs bumps without jarring your body.



Stand up and shift your weight:

When encountering radically-varying terrain, stand up and shift your body weight to maintain balance, traction and control.

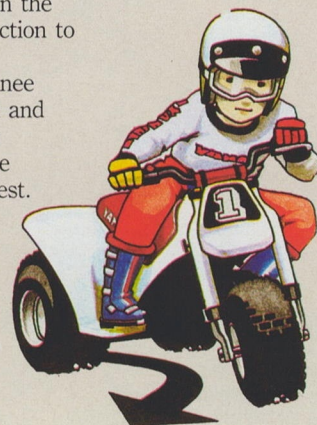


Cornering — on two wheels and three:

When cornering a motorcycle, always lean slightly into the turn and use your inside foot for support and balance.



Corner smooth and easy on a threewheeler. Go slow into the bends and accelerate out, shifting your bodyweight in the opposite direction to the turn. Press your knee into the tank and support your weight on the outside footrest.



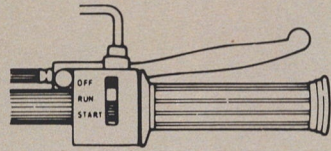
Slalom Practice:

To practice cornering control and balance, place a series of poles several metres apart and run this slalom course until you're perfect.

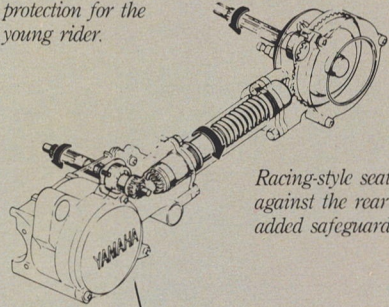


PW50

Special three-position switch makes starting procedure as safe as possible. 'Start' position allows engine to fire-up but transmission will not engage. 'Run' position engages transmission but does not allow starting. Finally, the 'Off' position to stop the motor.



Shaft drive is maintenance-free and fully-enclosed. Yet more built-in protection for the young rider.



Racing-style seat has extra padding against the rear of the fuel tank as added safeguard for young bodies.

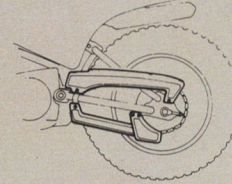
Padding on the handlebars protects against possible facial injuries.

Both front and rear brakes are hand-operated. Just like a bicycle.

Oil tank for the Autolube system is conveniently positioned behind the number plate.

PW80

The chain-drive PW80 has top and bottom chain runs covered by lightweight plastic shields to reduce the possibility of hands or clothing becoming entangled in chain or sprocket.



Racing front number plate and fender are an integral unit made in strong, flexible plastic.

The high-level exhaust pipe has a heatshield to protect the rider's legs.



The extended, racing-type seat runs up on to the rear of the fuel tank so that the rider can adopt a true motocross riding position in perfect comfort and safety.

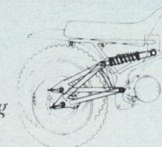
Knobby motocross tyres give total grip on all off-road terrain.

Genuine hydraulic telescopic forks smoothly absorb the bumps and jumps of changing terrain

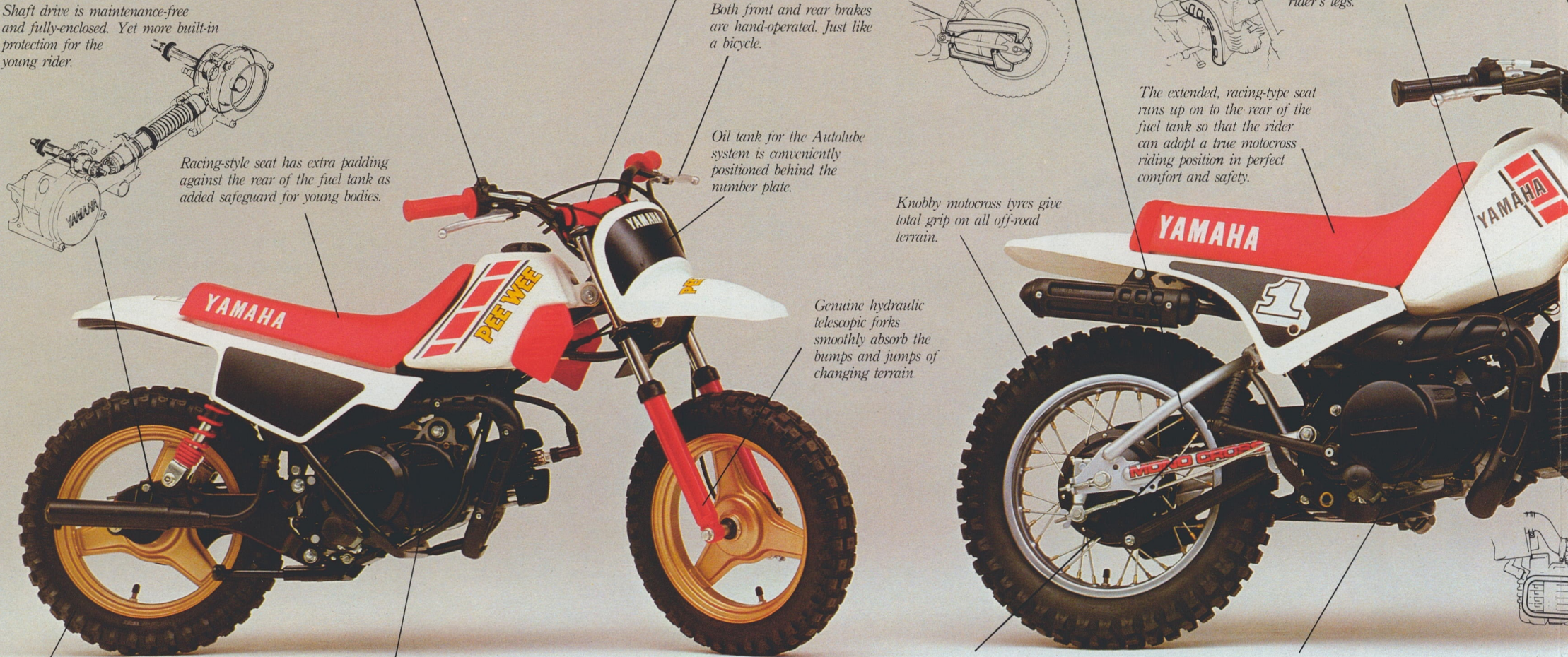
Competition pattern 'knobby' tyres give traction on loose surfaces.

Automatic transmission means that the PW50 rider can forget about gearshifting and concentrate on riding.

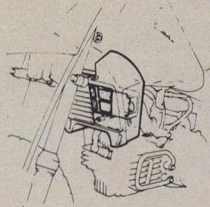
Monocross suspension is derived from our big-class racers and uses a single gas/oil shock absorber to soak up the bumps while providing maximum traction.



Three speed automatic transmission needs no clutch for smooth, fast gearshifting.



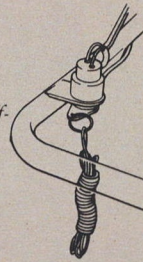
YT60



Air filter box looks just like the radiator on our real YZ racers! Positioning gives superb access for cleaning.

Leading axle front fork is another item based on our actual motocross racing components. The PW80 handles like a thoroughbred off-road racer!

A single, waterproof drum brake operates on the rear axle to efficiently slow down both wheels at the same time.



A special stop switch is located on the rear of the machine. Parents can plug into it and keep their children on a 'long lead' until they are trained in throttle control. If the child takes off too quickly, a sharp pull on the cord will disconnect the switch and stop the engine.

Seating on the YT60 is narrow enough not to cause children any problems. It is also deeply-padded for comfort and safety.

Transmission is fully automatic so there are no gearchanges to master. Just open the throttle and away you go.

Lever-type throttle is better than a conventional motorcycle twistgrip for tricycle use as steering is accomplished by pushing and pulling on the handlebars. This could cause inadvertent opening of the throttle if the normal twistgrip were used. The lever keeps you always in control.

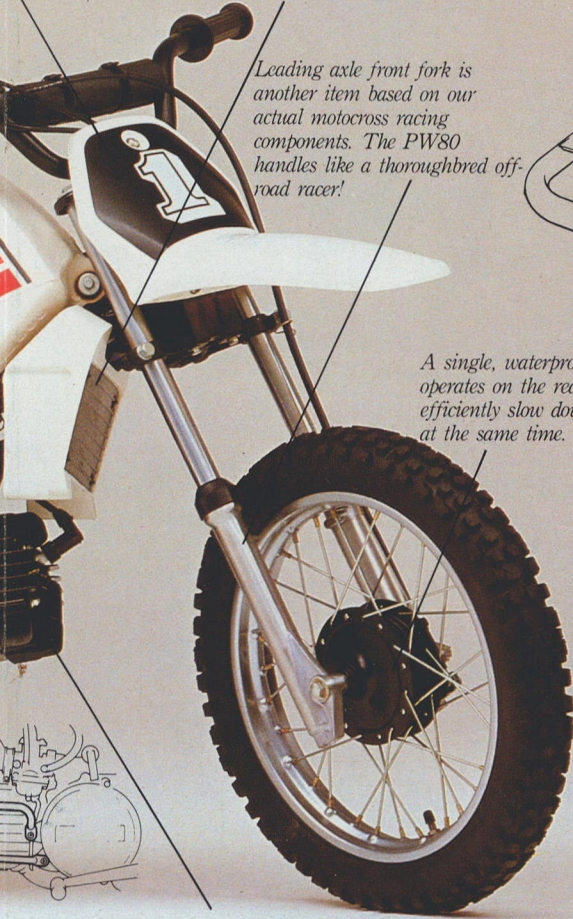
Padded handlebars protect against possible facial injuries in the event of a spill or abrupt stop.

There's only one brake lever to concentrate on with the YT60. Rear axle braking slows both wheels for a smooth, controlled stop.

Quick-pull recoil starter can be adjusted to suit either child or adult arm length. The motor will only fire up when the control switch is in the 'start' position.

Electronic ignition is maintenance-free and pre-set to that quick starts and even running are guaranteed.

Telescopic fork has 60mm of travel to smooth out the rough stuff.



An engine guard both protects the horizontal motor against impact damage and keeps the exhaust pipe away from the rider in the event of a slow-speed spill.

Rear fender area of bodywork has special safety guards moulded into the lower edge to prevent feet from coming into contact with rear tyres.

Pressure lubrication by Yamaha's famous Autolube system means that there is no messy mixing of petrol and oil. The pump always feeds the motor with the exact amount of oil needed.

The zippy little 59cc engine is tucked under the bodywork with the low-level exhaust pipe well away from the rider. Fully-enclosed shaft drive takes the power to the rear axle.

Low-pressure tyres are corded construction to resist punctures. Special tread pattern is designed to give traction with complete stability.



SPECIFICATIONS



PW50



PW80



YT60

ENGINE

Type
Displacement
Bore and stroke
Compression ratio
Lubrication
Carburetion
Ignition
Starter system
Fuel tank capacity
Oil capacity
Transmission
Final transmission

CHASSIS

Overall length
Overall width
Overall height
Seat height
Wheelbase
Ground clearance
Dry weight
Suspension

Front
Rear

Brakes

Front
Rear

Tyres

Front
Rear

PW50

2-stroke, single
49 cc
40.0 × 39.2 mm
6.0 : 1
Autolube
MIKUNI VM12
C.D.I.
Kick
2.0 ℓ
0.3 ℓ
Automatic
Shaft drive

1,245 mm
575 mm
715 mm
485 mm
855 mm
105 mm
37.0 kg

Telescopic forks
Unit swing arm

Drum
Drum

2.50-10-4PR
2.50-10-4PR

PW80

2-stroke, single
79 cc
47 × 45.6 mm
6.6 : 1
Autolube
MIKUNI VM15
C.D.I.
Kick
4.9 ℓ
0.95 ℓ
3-speed
Chain drive

1,540 mm
640 mm
880 mm
635 mm
1,055 mm
185 mm
57 kg

Telescopic forks
Monocross suspension

Drum
Drum

2.50-14-4PR
3.00-12-4PR

YT60

2-stroke, Reed Valve,
Single
59 cc
44 × 39.2 mm
6.6 : 1
Autolube
MIKUNI VM12
Capacitor Discharge
Recoil
4.0 ℓ
0.7 ℓ
Automatic
Shaft drive

1,300 mm
755 mm
720 mm
490 mm
860 mm
101 mm
50 kg

Telescopic Fork
—

—
Drum

15 × 7 - 6
15 × 7 - 6

*Specifications are subject to change without notice.
Always wear a helmet and eye protection.*