

YAMAHA Enduro 50M



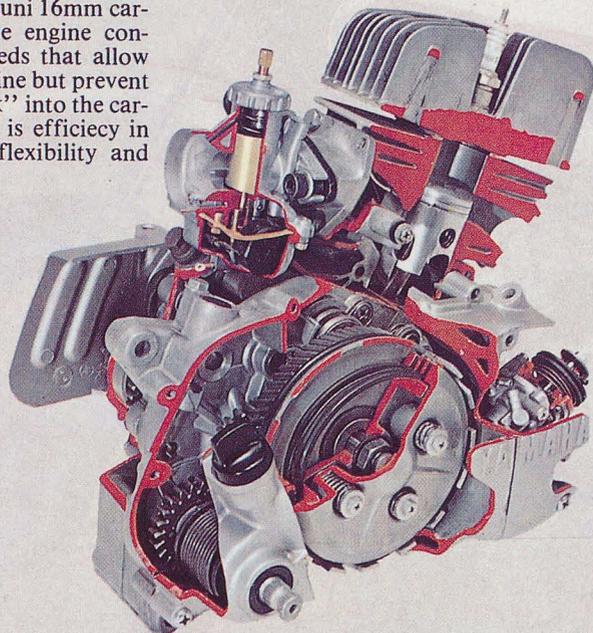
LIGHTWEIGHT BUT NO BABY — THE YAMAHA

Not every off-mad enthusiast wants to “play moto-cross racer” or wrestle with the power and bulk of the bigger enduro machines. There are plenty of people, men, women and children, who want to enjoy the outdoors on an easy-handling ultra-lightweight machine.

For them, Yamaha offer the Enduro 50M, a lightweight machine capable of doing a mas-sized job on the trails. It is a true enduro machine on a small scale....and one which will also provide terrific street riding into the bargain.

Featuring a tough little 50cm³ Autolube engine with reed-valve Torque Induction and a five-speed gearbox, the Enduro 50M is an exciting little performer whether on or off the highway.

The famous Yamaha Torque Induction gives the Enduro 50M a flexibility equal to other engines more than three times its size. A special block between the Mikuni 16mm carburettor and the engine contains flexible reeds that allow fuel into the engine but prevent it “blowing back” into the carburettor. Result is efficiency in terms of both flexibility and fuel economy.



The Enduro 50M features a five speed transmission with geared primary drive. On small-capacity machines, especially those that are also used off-road, the clutch comes in for a great deal of use (and sometimes abuse!). Therefore the Enduro 50M is equipped with a man-sized clutch capable of handling a great deal of punishment.

Yamaha development engineers have selected the five gear ratios so that the rider can extract the maximum performance from the little 50cm³ engine whatever the gradient or terrain.

It's economical but fun too. The zippy little motor and total machine weight of just 72 Kg sees to that!

This year's Enduro 50M features some changes that will make it even more appealing to the would-be trail rider. A racing-style protector is fitted to the handlebar bracing...padding that protects the rider's face in the event of a fall. There's a competition-style screw type petrol tank cap and a re-styled exhaust guard.

A louvred front fender is the final touch in completing the sporting image of the Enduro 50M.

This is no ordinary lightweight masquerading as an Enduro machine. It's a true dual-purpose street or trail bike in every sense of the word.

The single-cylinder two-stroke has a bore and stroke of 40 × 39.7 mm and a displacement of 49cm³. Cylinder head and barrel are alloy with a cast-iron cylinder sleeve. Ignition is by flywheel magneto. On the electrical side of things, the Enduro 50M has now been fitted with a DC current tall lamp, meaning that the light maintains a constant bright glow whatever the engine revs...a most important safety factor.

The engine acts as a stressed member of the chassis design, thus aiding handling in the rough by adding extra rigidity.

Reliability is ensured by the use of Yamaha's famous Autolube system. Instead of relying on the hit and miss oil/petrol mix of many other small-capacity two-strokes Yamaha give the Enduro 50M the exact same pressure-fed system that is fitted to the larger machines in their range. Oil is carried in a separate reservoir from the 6 litre petrol tank and then fed under pressure into the engine. The amount of oil injected into the engine is controlled by a pump that is linked to the throttle so that the motor always gets exactly the right amount of oil that is needed at any given engine speed.

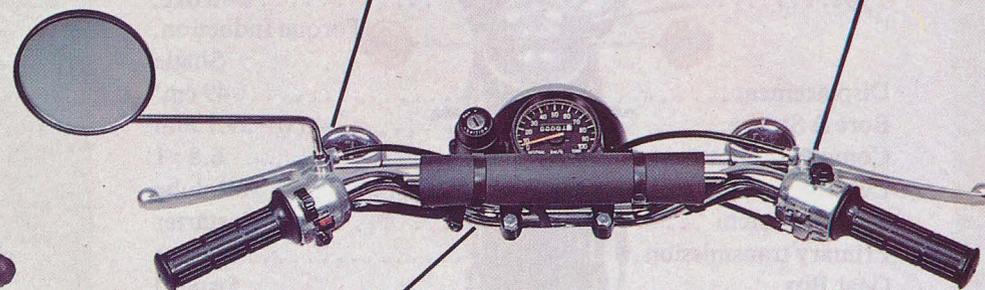


YAMAHA ENDURO 50M IS TOUGH ON THE TRAIL



Even though the Enduro 50M is a fully-fledged off-road machine, it is also a really effective ultra-light weight street motorcycle offering the type of performance and economy that will tempt many first-time motorcyclists to choose it as a basic transportation machine. Therefore it comes equipped with all of the necessary street equipment such as complete lighting equipment, rear-view mirror, turn signals and so on. At the rider's left fingertips are the dipswitch, horn button and turn signal operating switch.

Switch for the street-legal lighting equipment is housed in the twistgrip boss on the right handlebar. The Enduro 50M now features a DC current tail lamp which means the brightness of the light is not effected by low engine revs.



The safety of the rider is a constant factor in the minds of the Yamaha designers and the latest Enduro 50M comes with more protective features than ever before. As well as a re-styled exhaust system guard, for example, Yamaha have fitted protective padding to the brace across the handlebars.

This bracing is a necessary item on street/trail machines so that the handlebars do not bend and flex when landing from a jump or negotiating really bumpy terrain at speed. The padding protects the rider's face should it come into contact with the bracing in the unfortunate event of a fall.



One only has to examine the suspension of the Enduro 50M to see that this is no "street bike in disguise".

Genuine "big bike" hydraulic components front and rear give the machine true off-road capabilities.

Features are long-travel, hydraulic front forks and rear suspension units with competition-style exposed rear springs, chromed for that "full race" effect.

Enduro 50M

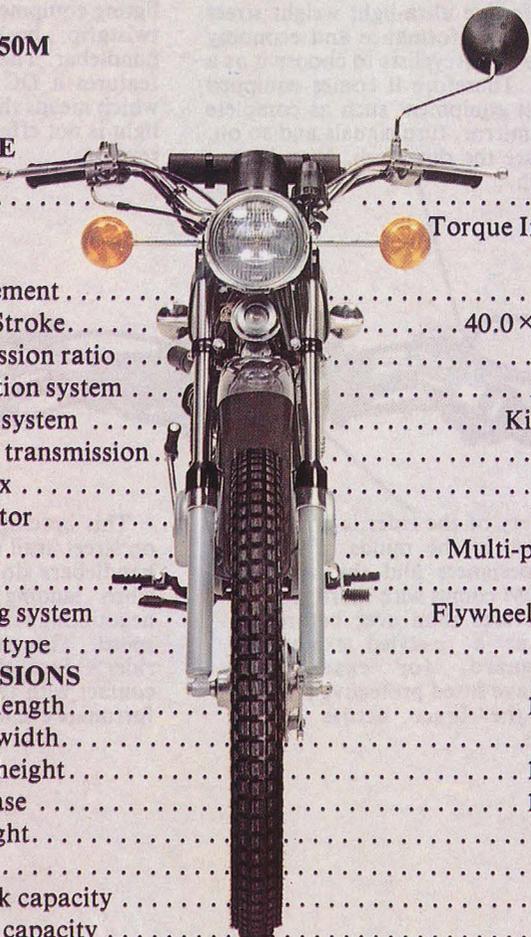
ENGINE

Type	2-stroke, Torque Induction, Single
Displacement	49 cm ³
Bore & Stroke	40.0 × 39.7 mm
Compression ratio	6.8 : 1
Lubrication system	Autolube
Starting system	Kick starter
Primary transmission	Gear
Gear Box	5-speed
Carburetor	VM16SH
Clutch	Multi-plate, Wet
Battery	6V, 4AH
Charging system	Flywheel magneto
Ignition type	Magneto

DIMENSIONS

Overall length	1,860 mm
Overall width	805 mm
Overall height	1,045 mm
Wheelbase	1,210 mm
Seat height	780 mm
Weight	72 kg
Fuel tank capacity	6.0 lit.
Oil tank capacity	1.0 lit.
Tires front	2.50-19-4PR
rear	3.00-17-4PR
Brakes front	Drum
rear	Drum

**Specifications subject to change without notice.*



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