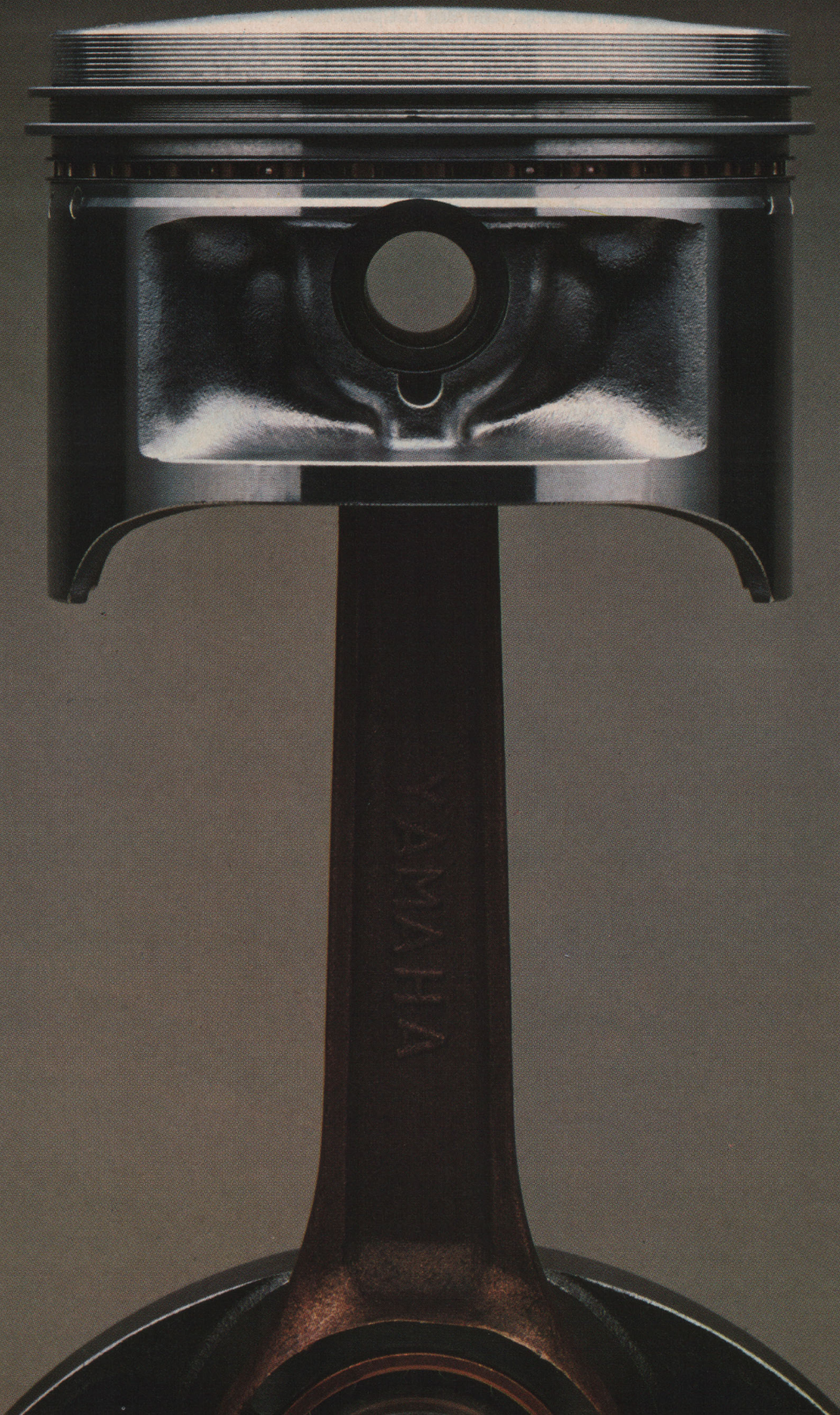
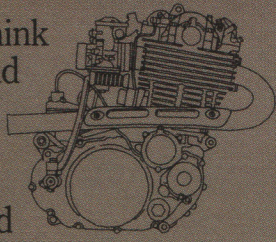


**THIS IS NO LONGER  
THE SINGLE, MOST IMPORTANT  
REASON TO BUY A TT500.**



When you think of the off-road TT500, the first thing that should come to mind is one monolithic, long-stroking piston pounding out colossal amounts of steady, useable torque, right?



Wrong.

At least, not anymore.

It's not that the TT's 499cc, four-stroke, single-cylinder engine no longer performs magnificently. It does. From the bottom of the powerband clear to the top. And the wide-ratio, five-speed transmission deals out the power with smooth, workmanlike efficiency.

This year, however, we've added some improvements that will make the TT as prized for its handling as it is for its performance.

New leading-axle front forks, for instance, increase front suspension travel generously, to a comfortable 7.68 inches. Rear suspension travel is ample, too: a full 6.25 inches, courtesy of the TT's laid-down, adjustable nitrogen/oil shocks.

Of course, responsive handling is more than just a matter of inches. Since weight has a direct effect on a bike's agility, we trimmed a fair amount of it off the TT500. A slender new motocross-type frame, improved overall weight distribution and a new lightweight aluminum swingarm give the TT a much lighter, leaner look and feel.

The new steering head angle is another

refinement. It provides better maneuverability and control over even the most arduous terrain.

Add to that features like oil-in-the-frame, dry sump lubrication for increased ground clearance, a compression indicator for easy kick starting and a wide aluminum bashplate for engine protection and you've got an off-road playbike second to none.

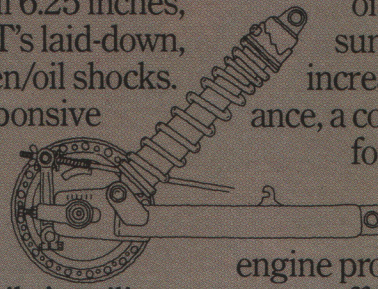
Yet, even with all the other things it has going for it, we realize there are those diehard off-road aficionados who will still buy the TT500 for one and only one reason.

Which is perfectly all right with us.

**YAMAHA**

*When you know how they're built.*

CIRCLE NO. 88 ON READER SERVICE PAGE.



*Lightweight aluminum gas tank.*

*Compression indicator lets you kick start with confidence.*

*Radically upswept exhaust.*

*New lighter motocross-type frame.*

*New long-travel, leading-axle front forks.*

*Adjustable, laid-down nitrogen/oil rear shocks.*

*New lightweight aluminum swingarm.*

*An all-ball-and-roller-bearing 499cc, four-stroke single with incredible torque.*

*Extra-wide aluminum skid plate.*

