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# Yamaha IT's 175, 250 & 400

This past month Yamaha held its annual dealer's convention in Las Vegas, at which they unleashed a number of their newer models. Of particular interest to us were the long-awaited additions to the IT line, namely the IT 175 and IT 250.

Features common to all the IT's, including the new 400, include leading axle forks, new wide front and rear fenders, a new front number plate offering protection to the speedometer, a rear frame loop mounted leather tool bag, snail chain adjusters, "quick-change" rear wheel set-ups, and the new non-reservoir monoshock rear suspensions.

In addition, the IT 175 has a dry weight of 216 pounds and a price sticker of something in the neighborhood of \$1000. Which not only deserves a nod or two, but makes it reasonably price competitive with the Honda MR.

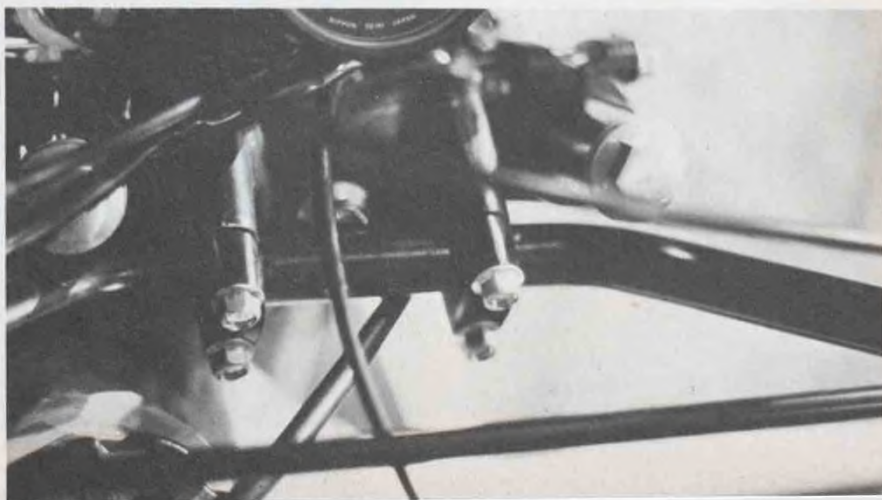
The IT 250's dry weight is 247 pounds, which is about normal for that displacement, and runs in the area of \$1350.

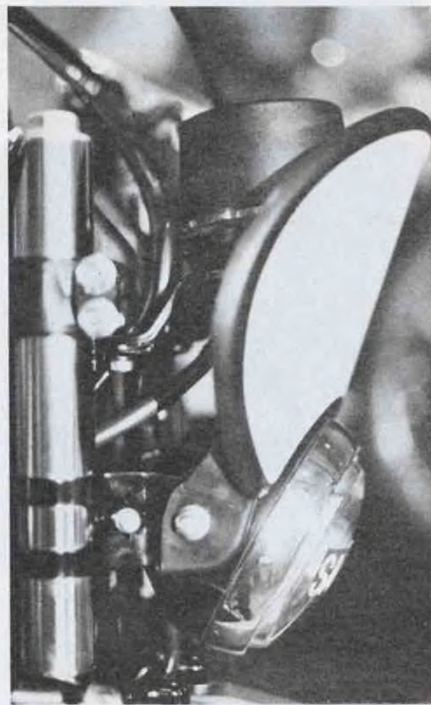
It all looks pretty good from the off-the-saddle point of view. We're working on getting one or the other for an on-the-saddle test in the near future, which will really determine how many nods to give it. ●



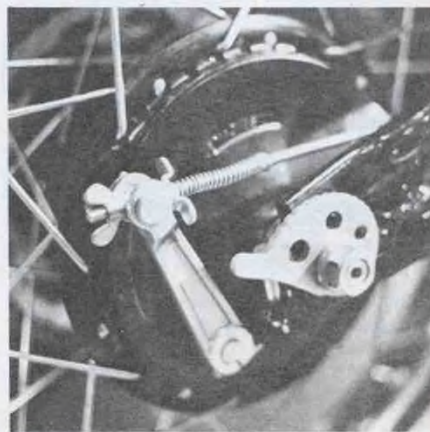
New leading axle forks are now featured on all three of the IT models.

The handlebars are mounted back out of the way of the fork tubes, so that they don't have to be loosened to work with the forks.





The ITs now come with this number plate mounted over the headlight. Like on the Suzuki PE, it helps serve as a guard for the speedo.



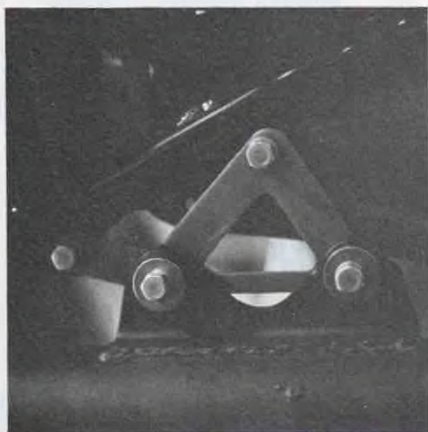
All three ITs are equipped with the snail chain adjusters and "quick-change" wheel set-ups that we saw last ish on the DT 250D.



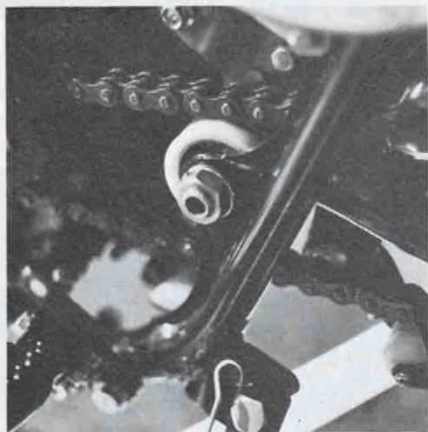
Both the rear brake and shift levers are the spring loaded foldable units. Initial impressions seem to be that they do their job quite well in normal operation and in the event of a crash.



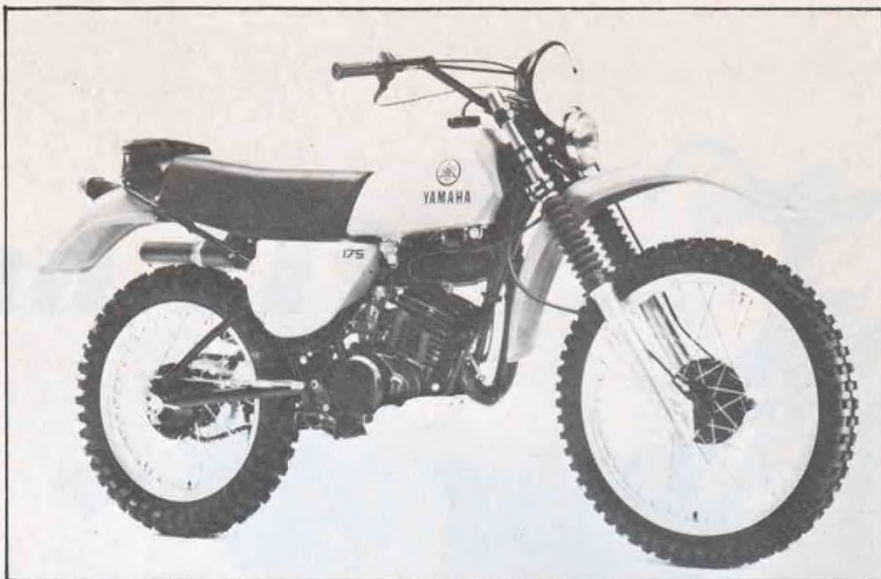
Leather tool bags mounted to the rear frame loop are now standard equipment.



This hefty silencer mount is provided on the 250 and 400 only. The 175 has the single point, rubber mounted affair.



This Teflon roller protects the frame from the sawing effects of the chain.



	175	250	400
<b>ENGINE</b>			
TYPE	Air cooled, two-stroke, reed valve single		
DISPLACEMENT	171cc	246cc	397cc
BORE AND STROKE	66x50mm	70x64mm	85x70mm
COMPRESSION RATIO	7.4:1	7.8:1	7.6:1
MAXIMUM TORQUE	14.5 ft./lbs. @ 8000 rpm	22.6 ft./lbs. @ 7000 rpm	30.9 ft./lbs. @ 6000 rpm
<b>CARBURETION</b>	Mikuni VM34SS	Mikuni VM36SS	Mikuni VM38SS
IGNITION	C.D.I.	C.D.I.	C.D.I.
STARTING		Primary kick	
LUBRICATION		Premix 20:1	
TRANSMISSION	6-speed constant mesh	5-speed constant mesh	5-speed constant mesh
<b>CHASSIS</b>			
OVERALL LENGTH	85.0"	87.4"	87.4"
OVERALL WIDTH	35.4"	35.8"	35.8"
OVERALL HEIGHT	44.9"	45.1"	45.1"
WHEELBASE	54.5"	56.3"	56.3"
GROUND CLEARANCE	9.4"	9.4"	9.4"
DRY WEIGHT	216 lbs.	247 lbs.	254 lbs.
FUEL TANK CAPACITY	2.5 gals.	3.2 gals.	3.2 gals.
<b>SUSPENSION</b>			
FRONT		Telescopic fork	
REAR		Monoshock	
<b>TIRES</b>			
FRONT	3.00x21	3.00x21	3.00x21
REAR	4.10x18	4.50x18	4.50x18