

MX125C YAMAHA MOTOCROSS



www.legenda-yamaha-enduros.com

 **YAMAHA**
It's a way of life.

Power-packed puddle jumper

Motocross places such demands on the bikes that just to finish is a feat in itself. In this regard, YAMAHA engineering concentrates its efforts on durability and performance, and the results have produced a long line of championship motocrossers. The economical MX125C follows in this championship quality with lightweight construction techniques being utilized wherever possible, and with such outstanding features as the capacitor-discharge ignition (CDI) system, improved gas-type rear shock absorbers and 6-speed transmission, the MX125C is designed with the feel of a top contender.



MX125C

ENGINE		
Type	2-stroke, 7-port, Torque Induction® Single	
Displacement	123 cc	
Bore & Stroke	56 x 50 mm	
Compression ratio	7.5 : 1	
Max. torque	1.61 kg-m @ 9,500 rpm	
Lubrication system	Autolube and Pre-mix	
Starting system	Primary kick starter	
Ignition system	C.D.I	
Transmission	6-speed gearbox	
DIMENSIONS		
Overall length	2,045 mm	
Overall width	945 mm	
Overall height	1,150 mm	
Wheelbase	1,365 mm	
Min. ground clearance	275 mm	
WEIGHT (NET)		84 kgs
FUEL TANK		
Capacity	5.5 l	
TIRES Front	3.00-21-4PR	
Rear	4.10-18-4PR	
COLORING	White/Chappy Red	

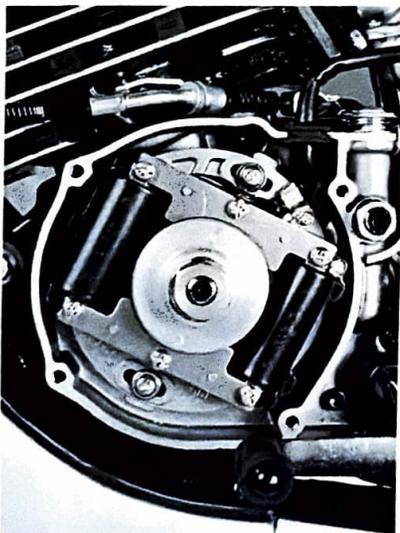
* Specifications subject to change without prior notice.

Features



Engine

With the output horsepower increased from 20 hp. to 23 hp., the 2-stroke single engine features the same head and cylinder body design along with the same port timing arrangement as the YAMAHA works YZ125. Pre-mixing the oil with the gasoline allows the rider to precisely match engine performance with the conditions of the track to be ridden. Also included is the Torque Induction® system to yield more usable power over the lower- and middle-speed ranges.



Capacitor-discharge-ignition (CDI) system

In order to further improve the operating reliability of the MX125C, a capacitor-discharge-ignition system is incorporated in the bike design. This system utilizes semiconductor switching to eliminate breaker points, and the output of the high-voltage coil is virtually independent of engine speed, maintaining a hot spark over the entire power band of the bike.



Transmission

The MX125C is totally designed for the widest variations in motocross riding. With its 6-speed transmission, engine power is efficiently transmitted to the rear wheel so that any road condition, from mud holes to straightaways, can be negotiated with ease. Also, the wide overlap in the gear ranges facilitates a minimum number of shifts for any given riding situation.



Rear shock absorbers

The ability of the MX125C to follow the varying roughness of a motocross track has been further enhanced with the increased stroke of the rear shocks; from 110 mm. to 140 mm. This was accomplished by installing the shocks slightly forward and at a greater angle. Also since the shocks are subjected to continuous rough use, heat dissipation is important. In answer to this, the MX125C utilizes gas-operated shocks which have a high heat transfer coefficient, therefore cooler operating to maintain good, uniform shock-absorbing characteristics.



Front / Rear fenders and seat

The high-rise front fender is molded from durable, lightweight polypropylene just like the rear fender and the seat base. Further lightweight construction items are aluminum rims and crankcase cover for an outstanding bike power-to-weight ratio.

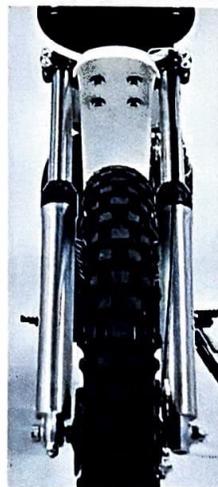


Brakes

The brake drums, front and rear, feature an aluminum water- and dustproof construction. The shoe area is optimum for smooth, controlled braking, and the front shoe plate is aluminum while the rear is magnesium. This lightweight brake design helps reduce the unsprung weight of the bike for an added advantage on the motocross track.

Front forks

For increased shock absorbing characteristics, the front-fork stroke has been



lengthened from 145 mm. to 195 mm. This stroke has been selected to help reduce rider fatigue and to maintain machine stability without sacrificing any of the MX125C's outstanding maneuverability.



YAMAHA



SINCE 1887

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1976 YAMAHA MX125C



COLOR

Clean White/Chappy Red

ENGINE

Type	2-Stroke, Single
Displacement	123cc
Bore and Stroke	56mm x 50mm
Compression Ratio	7.5:1
Maximum Torque	11.65ft-lbs @ 9,500
Carburetion	N/A
Ignition	C.D.I.
Starting	Kick
Lubrication	Premix
Transmission	6-Speed

N/A = Not available at this time.

Specifications subject to change without notice.

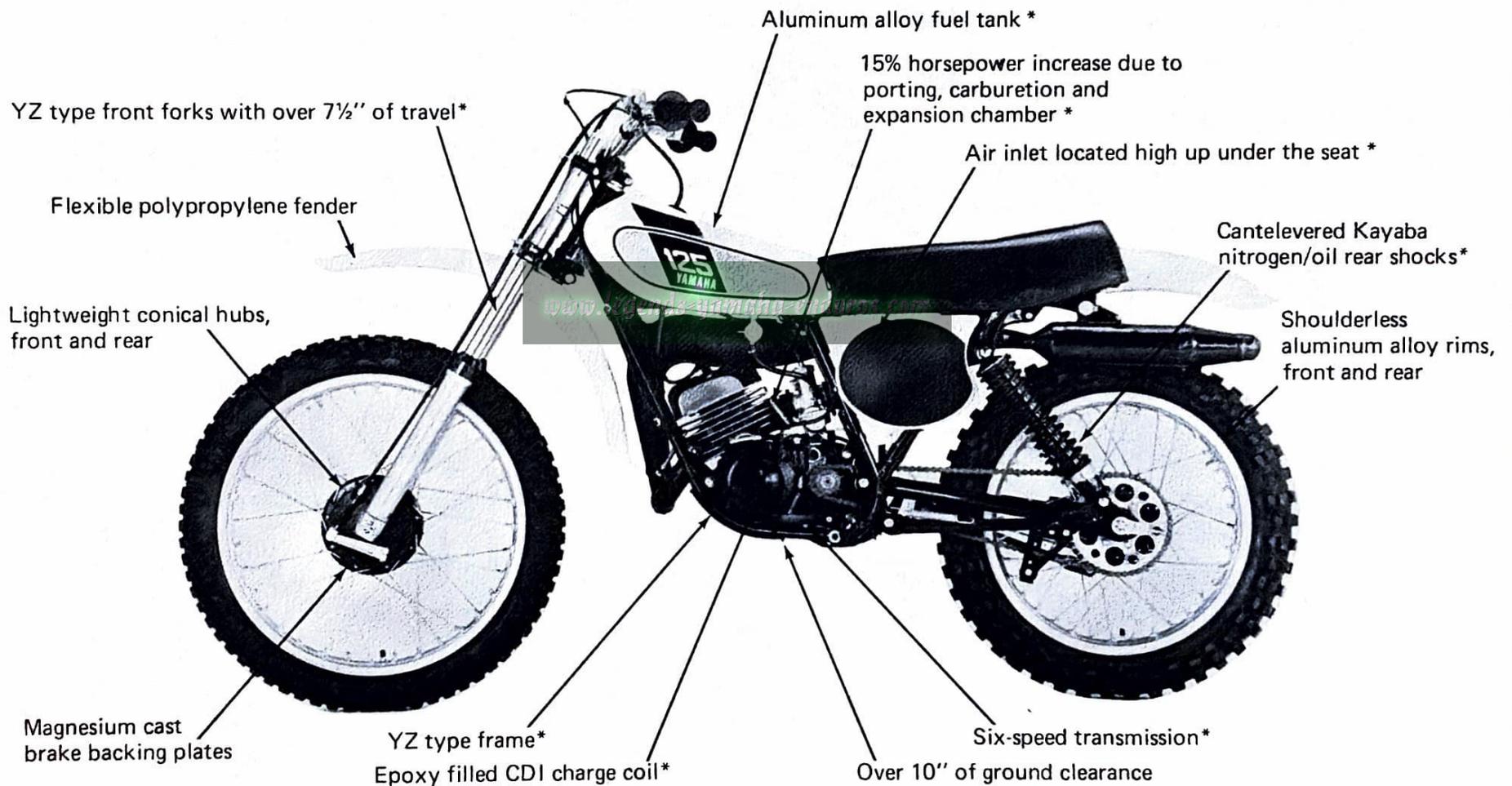
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Overall Length	80.5 in.
Overall Width	37.2 in.
Overall Height	45.3 in.
Wheelbase	57.7 in.
Min. Ground Clearance	10.8 in.
Weight (dry)	185 lbs.
Fuel Capacity	1.5 gals.
Tires (front)	3.00-21
(rear)	4.00-18

FEATURES

- Six-Speed Transmission
- Forward Mounted Nitrogen/Oil Rear Shocks
- Increased Front Fork Travel
- Torque Induction (reed valve)
- Shoulderless Aluminum Rims
- Magnesium Brake Backing Plates
- Front and Rear Conical Hubs

1976 YAMAHA MX125C



*New Item

When you know how they're built, you'll buy a Yamaha.

1976 YAMAHA MX125C

Increased horsepower of 15% boasts the '76 MX125. New engine porting, carburetion and expansion chamber are the reasons. It is lighter due to the YZ type frame. New racing forks give more than 7½ inches of travel and the new Kayaba cantilevered nitrogen/oil rear shocks soak up the bumps. The air intake has been re-positioned up under the seat to keep dirt and dust out of the carburetor. The C.D.I. charge coil is epoxy filled to withstand heat and vibration. Sixth gear has been added for '76. The fuel

tank is aluminum alloy as are the shoulderless wheel rims. Both wheels also have lightweight conical hubs. The brake backing plates are cast from magnesium. The fenders are flexible polypropylene and the engine clears the ground by ten inches.

The MX125C is a winner and is the ideal machine for the young competitor, ready to challenge the 125 class.

MX125C SPECIFICATIONS

COLOR

White

ENGINE

Starting Engine No. 565-000101
Type 2-stroke, Single
Displacement 123cc
Bore and Stroke 56mm x 50mm
Maximum Horsepower 23bhp @ 10,500
Maximum Torque 11.65ft-lbs @ 9,500
Compression Ratio 7.5:1
Lubrication Premix (20:1)
Carburetion (1) Mikuni VM30SS
Ignition C.D.I. system
Starting Kick starter
Charging N/A

TRANSMISSION

6-speed

CHASSIS

Weight 185 lbs.
Wheelbase 53.7 in.
Overall Length 80.5 in.
Overall Width 37.2 in.
Overall Height 45.3 in.
Seat Height 33.5 in.
Ground Clearance 10.8 in.
Caster (rake) 31°35'
Trail 5.51 in.
Suspension (front) Telescopic fork
(rear) Swing arm (gas shocks)
Brakes (front) Drum brake
(rear) Drum brake
Tires (front) 3.00-21
(rear) 4.10-18
Fuel Capacity 1.5 gals. (Premix 20:1)
Oil Capacity N/A

All features and specifications are subject to change without notice.