

YZ80/125/250/490



www.legends-yamaha-eu.com



TCXV fork increases damping under load.



Brake Actuated Suspension System helps keep rear-wheel on track.



Each of our YZ's comes with a powerful front disc brake.



Every Yamaha YZ comes with a high capacity air filter system.

Buy a 1987 YZ and we'll give you the works.

Last year, Yamaha YZ's scored more points than any other bikes in Canada. The end result is a tally of championships that leaves us exceedingly proud of our 1986 machines and riders.

Like Ross Pederson, who consistently beat out the toughest competition to win the C.M.A. number 1 plates for 125cc, 250cc, Open Class, and the Canadian Supercross series.

The toughest competition was on Yamahas as well, which is why we also hold second place in each of these same 4 important classes.

As for the open class, YZ490's finished the season in first, second and third place.

In fact, Ross Pederson, Allan Dyck and Glen Nicholson all rode Yamahas when they were selected to represent Canada as our top riders at the European 'Motocross des Nations'.

And the Yamahas you see guys like Ross Pederson riding are the same Yamahas you see guys like you riding.

So it isn't surprising that Yamahas have fared just as well on local circuits with local riders. Or that Yamahas have performed so well for so many dirt riders who simply want an ultra-reliable, ultra-high performance play bike.

And the 1987 YZ's will be even better. With more superior power spread over wider powerbands. Suspensions that respond very smoothly. And handling that's quick, precise and stable because of advanced Yamaha technology and research.

Yamaha has taken some superbly consistent racing machines and made the kind of improvements that win races without compromising on the dependability that made them winners in the first place.

In addition, one of the biggest benefits every YZ offers you isn't even bolted to the motorcycle at all. It's the benefit of an extensive network of knowledgeable dealers dedicated to helping you have your best season ever. That's because they take the fun of racing as seriously as our best riders do.

For further proof, take a look at the number of top racers in Canada who ride Yamahas and take a look at all the titles they won in 1986.

When one kind of bike places that well consistently, it's not luck. It's the result of building the same winning performance and dependability into every YZ we sell.

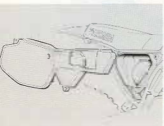
Which is why you owe it to yourself to study the information in this brochure closely. Then you'll know what all the top riders know.

At Yamaha we don't build 'works' bikes. We don't have to. We build bikes that work!





www.legends-yamaha-enduros.com



A more efficient air filter helps increase reliability.



Liquid cooling means this year's YZ80 puts out more power lap after lap.



Our little YZ shares monocoar suspension with our bigger YZ's.



New porting, combustion chamber shape, and larger reed valves.

It's just like our bigger YZ's. Only smaller.

If our new YZ80 looks remarkably similar to our new YZ125 or YZ190, it's no accident.

Because our smallest YZ shares more with our largest YZ than just the Yamaha name.

They share the same type of powerful two-stroke reed-valve engine, the same type of ultra-trick Monocross rear suspension and heavy-duty telescopic front suspension with disc brake. And ultimately, they share the same ability to out-perform other machines in their class.

Which, more than anything else, is what Yamaha YZ's are all about.

During 1986 our YZ80 won its share of races. During 1987 it'll win even more.

Due not to any one thing in particular but to many things. Among them: An engine with significantly more power than last year's model thanks to a new porting configuration and larger reed valve assembly.

And yet, while we dramatically increased its power, we also dramatically increased its reliability. By using a more efficient air filter, a new exhaust system with an o-ring for better sealing and a special cylinder sleeve with a thicker outer circumference for reduced thermal deformation. Translation: It dissipates heat better for less distortion. Hence, greater reliability.

To make certain that all of this new found power gets to the ground, our engineers modified the rear suspension to provide steadier damping and prevent bottoming.

And to make certain that it stops as well as it goes, YZ80's now use brake pads with a higher degree of metallic content. Which not only improves the way they stop under dry conditions, but makes them 10-15% more effective under wet conditions.

Which, along with a 190mm front disc, twin-piston floating caliper and a new master cylinder with its view window located in front instead of the rear for better visibility, gives our YZ80 a state-of-the-art braking system. Just like the ones you'll find on our bigger machines.

Only smaller.

www.legends-yamaha-enduros.com



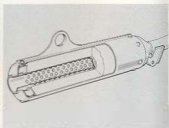
This year's YZ125 benefits from a frame that's both lighter and stronger.



A less restrictive intake passage and new flat side carb make for more power.



Suspension features an improved lever ratio and rear-suspension adjustability.



Detachable silencer in it's cap for easier maintenance of internal fiber.

To fully appreciate our new YZ125, take a ride on somebody else's.

We're sure the other guy's machine will perform well. We have no doubt about that. But we're also sure it won't perform as well as ours. We have no doubt about that either.

Not just in terms of sheer horsepower; although our new YZ125 is more powerful and flexible than ever thanks to a new cylinder with more efficient port timing. As well as a less-restrictive intake passage into the crankcase and redesigned flat slide carburetor.

And yet, while our six-speed, liquid-cooled engine is more powerful than ever before, it's also smoother and more reliable than ever before. Smoother because we balanced the

crank to reduce engine vibration. And more reliable because we machined a groove into the right crankcase to improve bearing lubrication and added a larger and more efficient air cleaner. (Actually it's the same one we use on our YZ250 and YZ490.)

Of course, any mention of our engine would be incomplete without a mention of the patented Yamaha Power Valve System (YPVS). A ingeniously simple and extremely reliable device consisting of a cylindrical valve cut into the exhaust port. The valve matches the shape of the port and rotates to reduce or increase the port height. Which, in turn, changes the exhaust port timing and provides loads of torque at low rpm and plenty of speed at higher rpm. All the while improving overall power and combustion efficiency.

The chassis in this year's YZ125 has undergone just as many changes as the engine. Changes that include an improved rear suspension setting and lever ratio. A steering shaft of lightweight aluminum. Lighter front hubs. Stronger footrests. A friction-reducing needle-bearing swing arm with a roller-bearing chain tensioner. And, of course, Yamaha's exclusive TCV front suspension — an innovation that dramatically improves handling.

All in all, it's the best-performing 125 you can buy. To fully appreciate just how good it is, take a ride on somebody else's 125.

You'll see what we mean.

www.legends-yamaha-enduros.com



www.legends-yamaha-enduros.com



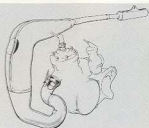
Our watercooling system keeps temperatures low and horsepower high.



30mm shock rear suspension and Brake Actuated Suspension System.



New porting and the addition of flow adjusting plates make for more power.



O-ring seal at exhaust header guarantees better pipe sealing.