



YZ250



YZ125



YZ100



YZ80

The Yamaha Factory Motocross Team competes in scores of grueling professional championship races all over the world.

And every time we race, you win.

Because every time we race, we learn something. About engines, transmissions, suspension, frame geometry, brakes, cables, nuts and bolts. And how to make them better.

The 1978 Yamaha YZ's are better than ever. In fact, they're as close as you can get to a factory ride.

Every feature that sets these remarkable

machines apart was tested and proven by Sunday drivers like Heikki Mikkola, Bob Hannah, Broc Glover, Mike Bell and Rick Burgett.

Our exclusive Monoshock rear suspension system is a prime example. Long wheel travel, consistent damping, full adjustability, extraordinary stability and traction are the proven benefits of Monoshock. So all our YZ's have it. From the 400 right on down to the 80.

They also have

adjustable, leading axle front forks. So, front and rear, you can custom tune your YZ to the way you ride and the surface you ride on.

The YZ engine is a masterpiece of race-bred performance. Its exclusive reed valve Torque Induction System not only prevents carburetor blowback, but makes our YZ's quicker and stronger across a wide power-band. That means more holeshots, better maneuverability, improved passing.

And, for 1978, the whole beautiful package is held together by a new chrome moly

frame (except the 80 and 100) that's considerably stronger than conventional steel. It's considerably lighter, too, making the YZ's heavy favorites to win.

So, whether you race for fun or fame, go to your Yamaha Dealer and get yourself on an exciting Yamaha YZ.

And have a nice weekend.

YAMAHA

When you know how they're built.



YZ400

Strong yet lightweight, the chrome moly frame can take whatever you or the track dishes out.

Air/oil leading axle front forks have more interior sliding surface to reduce fork flex. They can also be adjusted for air pressure, oil weight and oil level. You could call them fine tuning forks for bikes.

The reed valve Torque Induction System supplies power in a smooth, usable flow.

DeCarbon-type nitrogen/oil Monoshock. In the full size models, damping alone can be easily adjusted to 17 settings with just a screwdriver. You can also vary the spring preload, spring rate and nitrogen pressure.

A true racing transmission. Short-throw shifting means quick and positive changes.

This lighter, stronger aluminum swing arm is usually found only on very expensive works bikes. It's standard equipment on full-size YZ's. A unique spring-loaded chain tensioner gives you a smoother power transfer and saves wear on sprocket and chain.