

MX80/100/175



MX175

Our exclusive Monoshock keeps the rear wheel on the ground for unsur-



passed traction. It's adjustable to suit different riders and different terrain.

Yamaha's most advanced two-stroke engine technology includes reed-valve Torque Induction for sure, steady power.



Full-size, oil-dampened front forks help level out rough terrain. Leading-axle design means excellent stability.

Double-cradle tubular steel frame is light, strong and rigid. With a low center of gravity for stability and handling.

Capacitor Discharge Ignition (CDI) provides a hot, efficient spark and requires little maintenance.



Big leading/trailing drum brakes, both front and rear, mean smooth, sure stops with excellent control.

A rugged, constant-mesh transmission lets you make efficient use of all the power.

A primary kick starter lets you crank up in any gear, so you don't waste time looking for neutral.

Autolube not only mixes oil and fuel, it monitors engine load and adjusts the mixture for long life.



Heavy-duty knobby off-road tires have a sure grip in the dirt.

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MX100

A low seat height means a low center of gravity, for excellent stability and feet-on-the-ground confidence.

Yamaha's most advanced two-stroke engine technology includes reed-valve Torque Induction for sure, steady power.

Double-cradle tubular steel frame is light, strong and rigid. With a low center of gravity for stability and handling.

Big oil-dampened front forks provide plenty of travel for soaking up lumps and bumps.

Heavy-duty, adjustable oil-dampened shocks keep the rear wheel on the ground for sure traction.

Capacitor Discharge Ignition (CDI) provides a hot, efficient spark and requires little maintenance.



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Big leading/trailing drum brakes, both front and rear, mean smooth, sure stops with excellent control.

A rugged, constant-mesh transmission lets you make efficient use of all the power.

A primary kick starter lets you crank up in any gear, so you don't waste time looking for neutral!

Autolube not only mixes oil and fuel, it monitors engine load and adjusts the mixture for long life.

Heavy-duty knobby off-road tires have a sure grip in the dirt.



MX80

A low seat height means a low center of gravity, for excellent stability and feet-on-the-ground confidence.

Yamaha's most advanced two-stroke engine technology includes reed-valve Torque Induction for sure, steady power.



Double-cradle tubular steel frame is light, strong and rigid. With a low center of gravity for stability and handling.

Big oil-dampened front forks provide plenty of travel for soaking up lumps and bumps.

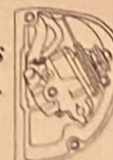
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HOW TO PLAY IN THE DIRT. IN THREE EASY STEPS.

Since people come in so many sizes, Yamaha designed their 1981 MX off-road play bikes so that one will be perfect for you.

What makes all three bikes—the MX175, MX100 and MX80—so enjoyable are the special things they have in common: Yamaha ruggedness and reliability. Because playing in the dirt shouldn't mean working in the garage all night to get your bike ready.

We equipped each of the MX's with powerful two-stroke engines featuring our exclusive Autolube and our unique reed-valve Torque Induction. Autolube automatically mixes oil and gas so you don't have to. While reed-valve Torque Induction ensures lots of hill-climbing torque and steady power at any speed.

Each MX is built around an extremely strong yet lightweight double-cradle tubular-steel frame. These frames provide a low seat height and a low center of gravity for great stability and sure handling over the roughest terrain.

And we've tucked the exhaust system neatly into the frame, so each bike has all the ground clearance you'll ever need this side of a motocross course.

To make stopping smooth and sure, there are powerful leading/trailing drum brakes front and rear.

With all these features, the only question left is, which bike is right for you?

MX175: MAXIMUM PLAY FOR MINIMUM PAY.

When you consider that the MX175 boasts features some competition bikes don't even have, it quickly emerges as one of the best values in off-road motorcycling.

Like the exclusive Yamaha Monoshock rear suspension, very similar to the race-winning suspension on our famous YZ motocrossers. The Monoshock is the best way to keep the rear

wheel on the ground for positive traction.

A lean and mean 171cc powerplant supplies all the muscle you'll probably ever want to play with. It can scoot you up the steepest hills. Outlast the longest trail. And keep running strong all the way back.

For maximum play with minimum maintenance, Capacitor Discharge Ignition (CDI) produces a hot, efficient spark under all riding demands.

Put it all together and you'll be amazed how much fun you can have. For so little money.

MX100: LITTLE BIG MACHINE.

Our MX in the middle performs like a much bigger bike. Yet it handles as easily as some smaller bikes.

The MX100's low seat height is comfortable for both kids and adults. Almost anyone can put their feet squarely on the ground when stopped.

Plenty of travel from the strong, oil-dampened front forks and rear shocks help turn the roughest country into your play-

ground. And the rear shocks can be quickly adjusted to suit different riders and different terrain.

A feisty 97cc engine, also with CDI, pumps out enough power to keep even experienced riders happy.

The 1981 MX100. Big performance in a small package.

MX80: POWERFUL PLAYMATE.

For beginners, our smallest MX is built to be just as tough and reliable as our bigger bikes. With features like long-travel front forks. Heavy-duty rear shocks. And a rugged four-speed constant-mesh transmission.

The powerful, 72cc engine keeps churning out the fun long after riders have mastered the basics.

In short, the MX80 takes everything a young rider can dish out. And comes back for more.

MX80

ENGINE

Type Reed-valve, 2-stroke single
Displacement 72cc
Bore and Stroke 47 x 42mm
Compression Ratio 6.8:1
Maximum Torque 4.0 ft.-lbs.
(0.55 kg-m) @ 6,000 rpm
Carburetion TK Y16P-3
Ignition Magneto
Starting Primary kick
Lubrication Autolube
Transmission 4-speed

CHASSIS

Overall Length 61.0" (1,550mm)
Overall Width 27.2" (690mm)
Overall Height 36.6" (930mm)
Wheelbase 41.1" (1,045mm)
Ground Clearance 7.7" (195mm)
Seat Height 25.4" (645mm)
Dry Weight 130 lbs. (59 kg)
Fuel Tank Capacity 1.3 gals. (4.8 l)
Oil Tank Capacity 0.7 qts. (0.7 l)

Suspension

Front Telescopic forks
Rear Swing arm

Brakes

Front Drum
Rear Drum

Tires

Front 2.50 x 15
Rear 2.75 x 14

Coloring White

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.

MX100

ENGINE

Type Reed-valve, 2-stroke single
Displacement 97cc
Bore and Stroke 52 x 45.6mm
Compression Ratio 6.7:1
Maximum Torque 6.3 ft.-lbs.
(0.87 kg-m) @ 6,500 rpm
Carburetion Mikuni VM22SS
Ignition CDI
Starting Primary kick
Lubrication Autolube
Transmission 5-speed

CHASSIS

Overall Length 70.7" (1,795mm)
Overall Width 31.5" (800mm)
Overall Height 37.8" (960mm)
Wheelbase 46.9" (1,190mm)
Ground Clearance 7.9" (200mm)
Seat Height 28.7" (730mm)
Dry Weight 170 lbs. (77 kg)
Fuel Tank Capacity 1.2 gals. (4.5 l)
Oil Tank Capacity 1.1 qts. (1.0 l)

Suspension

Front Telescopic forks
Rear Swing arm

Brakes

Front Drum
Rear Drum

Tires

Front 2.50 x 18
Rear 3.00 x 16

Coloring White

MX175

ENGINE

Type Reed-valve, 2-stroke single
Displacement 171cc
Bore and Stroke 66 x 50mm
Compression Ratio 6.8:1
Maximum Torque 12.7 ft.-lbs.
(1.76 kg-m) @ 6,500 rpm
Carburetion Mikuni VM24SS
Ignition CDI
Starting Primary kick
Lubrication Autolube
Transmission 6-speed

CHASSIS

Overall Length 82.1" (2,085mm)
Overall Width 34.1" (865mm)
Overall Height 43.5" (1,105mm)
Wheelbase 52.8" (1,340mm)
Ground Clearance 9.8" (250mm)
Seat Height 31.1" (790mm)
Dry Weight 201 lbs. (91 kg)
Fuel Tank Capacity 1.8 gals. (6.8 l)
Oil Tank Capacity 1.1 qts. (1.0 l)

Suspension

Front Telescopic forks
Rear Swing arm with Monoshock

Brakes

Front Drum
Rear Drum

Tires

Front 2.75 x 21
Rear 3.50 x 18

Coloring White

YAMAHA
THE WAY IT SHOULD BE.™

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