

YZ125

www.legends-yamaha-enduros.com



THE LATEST IN MX MISSILES.

How do you improve on one of the hottest machines in MXdom after giving it the gift of water-cooling last year?

It ain't easy.

But at Yamaha we have a reputation for going ourselves one better every year. And this year's no exception.

So for an encore, we went right to the core of the MXer's heart: power and handling.

We improved the former with YPVS.

Or, to spell it out, Yamaha Power Valve System. Which is the next best thing to having two engines instead of one.

YPVS overcomes the usual two-stroke engine problem of setting the exhaust timing for either low end torque or high end speed. Thanks to an ingenious cylindrical valve incorporated into the exhaust port, YPVS constantly adjusts the exhaust timing for maximum performance throughout the rpm range. All the while improving combustion efficiency.

And to make sure all that extra punch doesn't lose its cool, we retained the YZ125's proven water-cooling system.

But we did change one thing. By applying the Yamaha theory of evolution to the old Monocross suspension you came to love, we created a more advanced Monocross that'll really grow on you.

A true "rising rate" suspension system.

Rising rate refers to this system's unique cushioning action. Whereby small bumps get small cushioning, but as the bumps get bigger Monocross rises to the occasion with stiff, solid response for even the tallest skyjumps.

Of course, not one to leave well enough alone, we found room for improvement in other areas too.

Like reducing the weight of the clutch assembly. Lessening the pressure of the pressure plate for easier operation. Altering the gear width for greater strength. Improving the shifting assembly for a more positive feel. And increasing the size of the fuel tank for fewer pit stops.

The 1982 YZ125. A sure way to rocket to stardom.

New FIM style covers keep your number way out in view when you're way out in front.

The new rising-rate Monocross suspension offers soft, supple action over small bumps and stiff response when the going gets rough. The Monoshock features 35 settings for compression damping, expansion damping and pre-load making it the most adjustable system available.

Works-style seat and fuel tank design provide maneuverability and comfort.

A lightweight radiator placed below the handlebars, receives the maximum airflow and minimum of flying debris.

By using parts of the light, strong frame as conduits for the water cooling, we've done away with heavy, messy hoses.

Since the engine is pumping out more horsepower than ever, we made it stronger than ever with a new cylinder head, cylinder and piston. Not to mention a tough new crankshaft, clutch and transmission.

The Yamaha Power Valve System automatically adjusts exhaust timing to give you the best of both worlds—high-end speed and low-end torque.

Tires feature a new tread design for better traction and are mounted on new stronger, lighter rims.

Close-ratio, constant mesh six-speed transmission has a positive feel.



ENGINE

Type..... Liquid Cooled, 2-Stroke,
Reed-Valve, YPVS, Single
Displacement..... 123cc
Bore and Stroke..... 56x50mm
Compression Ratio..... 7.7 to 9.8:1
Maximum Torque..... 14.5ft-lbs
(2.01kg-m) @ 10,500rpm
Carburetion..... Mikuni VM34
Ignition..... Capacitor Discharge
Starting..... Primary Kick
Lubrication..... Pre-Mix
Transmission..... 6-Speed

CHASSIS

Overall Length..... 84.6"(2,150mm)
Overall Width..... 34.3"(870mm)
Overall Height..... 49.4"(1,255mm)
Wheelbase..... 57.7"(1,465mm)
Ground Clearance..... 13.8"(350mm)
Seat Height..... 37.0"(940mm)
Dry Weight..... 202lbs(91kg)
Fuel Tank Capacity..... 2.2gals(8.2l)

Suspension

Front..... Telescopic fork
Rear..... Swingarm with
New Monoshock

Brakes

Front..... Drum
Rear..... Drum

Tires

Front..... 3.00-21
Rear..... 110/90-18

Coloring..... Competition Yellow

Specifications are subject to change without notice.



YAMAHA
THE WAY IT SHOULD BE.™