YZ125E

YAMAHA

YAMAHA

125

Last year, the YZ125E had so much horsepower and mid-range torque, that the motorcycle racing press concurred it could out-pull, out-handle and out-win just about anything in its class.

Well, guess what?

The 1978 YZ125E is going to out-do that reputation.

This year, it comes packed in the same kind of frame you usually only see on factory team racing bikes: chrome-moly steel. With thin-wall chrome-moly you get more strength for less weight. But the frame is just the beginning of the new handling package. The new box-section aluminum swing arm is longer than before. This gives you the double benefit of greater rear wheel travel and accurate high-speed running. And since long travel suspension requires a chain tensioner, the new 125E is fitted with the latest.

Now, the engine. We cranked out even more horsepower and matched the close ratio 6-speed transmission to the power band. With a compact powerplant in a tough new frame, the YZ125E now weighs 6 pounds less than before.

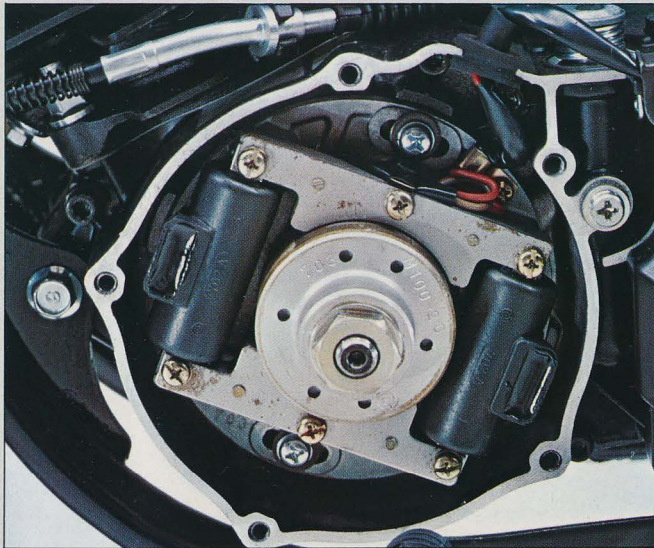The 1978 YZ125E can handle anything you can dream up.

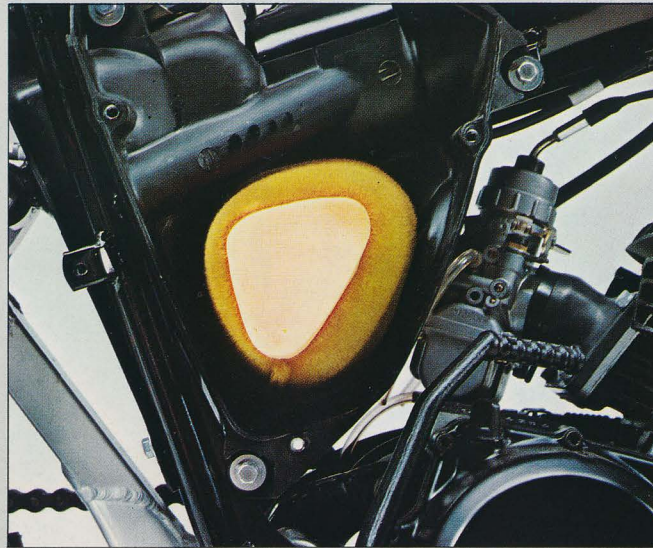## When you know how they're built, you'll buy a Yamaha.

dream of a dirt bike gets better.

The capacitor-discharge ignition system features an advance curve matched to the power capabilities of the new engine.

Air cleaner service simplified, fast and easy. The intake has been designed for maximum engine protection.

Yamaha's exclusive Monocross® Suspension System provides unparalleled handling and control. A new aluminum swing arm increases rear wheel travel to a full 237 mm.
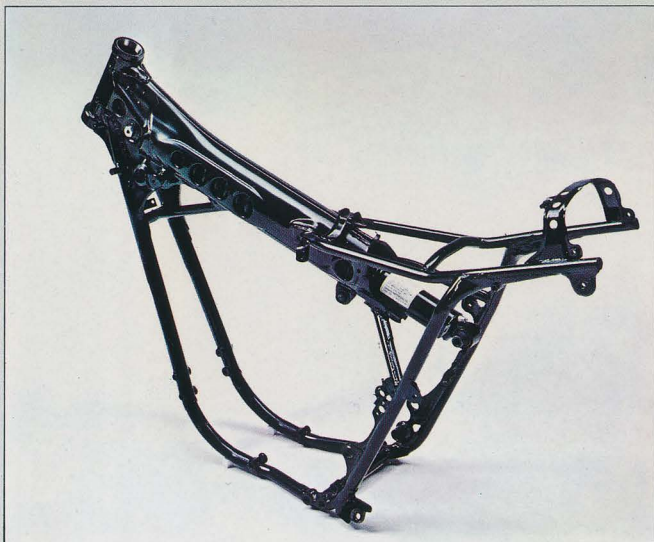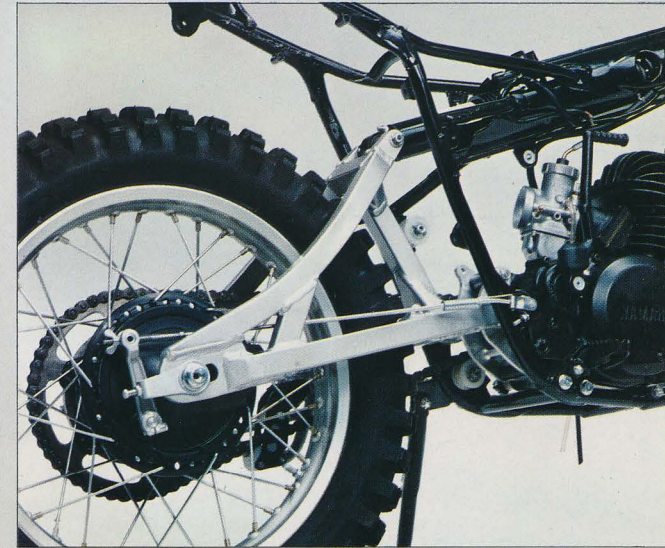
Special thin-wall chrome-moly frame is like those in radical works racers. It's lighter and stronger than anything else offered in a stock, production machine.

The leading axle fork design and lightweight front hub provide for quick, precise steering.
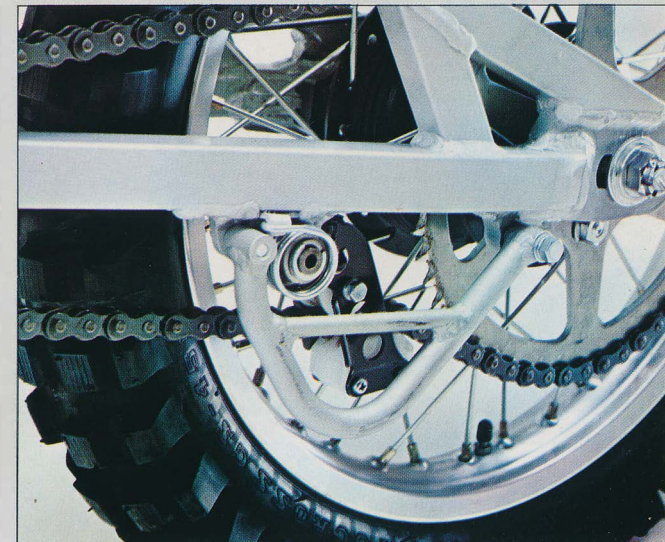
Long-travel suspension requires a chain tensioner. The improved design on the new YZ125E keeps the proper tension and reduces chain snap.

YZ125E

ENGINE

Type . . . . 2-stroke single
Displacement . . . . 123 cc
Bore and Stroke . . . . 56 x 50 mm
Compression ratio . . . . 7.4 : 1
Maximum torque . . . . 1.60 kg-m (15.69 Nm)
@ 10,500 rpm
Carburetion . . . . (1) Mikuni VM32SS
Ignition . . . . C.D.I.
Starting . . . . Kick
Lubrication . . . . Premix (20 : 1)
Transmission 6-speed

CHASSIS

Overall length . . . . 2,100 mm
Overall width . . . . 900 mm
Overall height . . . . 1,180 mm
Wheelbase . . . . 1,420 mm
Ground clearance . . . . 295 mm
Dry weight . . . . 86 kg
Fuel tank capacity . . . . 5.8 ℓ
Suspension
   Front . . . . Telescopic forks
   Rear . . . . Monocross suspension
Brakes
   Front . . . . Drum
   Rear . . . . Drum
Tires
   Front . . . . 3.00 x 21
   Rear . . . . 4.10 x 18

Specifications subject to change without notice.