



THE 1976 YAMAHA ENDUROS

And why the world's most popular dirt bikes are some of the world's most popular street bikes.

Hundreds of thousands of riders ride

The Yamaha Enduro is one of the most popular motorcycles ever built. And here's something that may surprise you: the average Yamaha Enduro owner does 70 to 80% of his riding on the street. In other words, riding proof that the Yamaha Enduro is a great everyday street machine.

Here are some of the reasons why: The Yamaha Enduro is an incredibly reliable machine. It's powered by the legendary Yamaha two-stroke engine. You probably know about our record in road racing. Yamaha two-strokes have won more big races than everybody else put together. What's even more important, is that the Yamaha two-strokes finish more of those races than everybody else put together. That's reliability. Proven

reliability. And isn't that what you're looking for?

The Yamaha Enduros are a pleasure to ride. They give you very quick response. They're built with special lightweight components: the DT250 and DT400, for example, have conical hubs and lightweight magnesium engine side covers. They weigh less than conventional bikes of comparable horsepower, so they respond much more quickly when you turn on the gas. This not only feels good, it's a positive advantage when you pull out to pass.

The Yamaha Enduros have motorcycle-type suspension. Depending on the machine, they give you from 75 to 175 millimeters of front fork travel, and 65 to 90 millimeters of rear wheel

travel. Granted, you're not going to be doing any MX-type riding on the street. But that kind of suspension can be a very good thing to have when you run into unexpected road hazards. It gives you a more controllable ride. And it gives you a more controlled ride, because it keeps your rear wheel down on the street, where it belongs.

The Yamaha Enduros are durable machines. The frame, the suspension, everything down to the last little bolt is built to take the punishment of off-road riding. There isn't much that street riding can do to a bike built like this.

The Yamaha Enduros have Torque Induction. Torque Induction is an ingenious reed valve built into the intake manifold of the

Yamaha Enduros as street machines.

Enduro engine.

During the piston's downward stroke drawing in the valve closes to prevent fuel from blowing back into the carburetor. This allows the engine to breathe more efficiently. It markedly increases the engine's low-speed horsepower. It gives the Yamaha Enduros remarkable low-speed and mid-range pulling power. You don't have to cover a Yamaha Enduro away



from it standing stop. You just ease out the clutch and go. This not only feels good, it's a positive advantage in city traffic.

Torque Induction also has important advantages when you're riding off-road. Because it markedly increases the low-speed pulling power of the Yamaha Enduros, they slog through mud or loose sand without loading up or stalling.

Because Torque Induction markedly increases the mid-range pulling power of the Yamaha Enduros, they climb hills without scrambling for a gear change. And that brings us one of the best reasons of all for making your next street machine a Yamaha Enduro: the Yamaha Enduro is also the world's leading dirt bike.

Stop by your Yamaha Dealer's. Take an Enduro out for a test ride. The only hard part is leaving to bring it back.

New for 1976:

The 1976 DT100, DT125 and DT175 have new forward-mounted rear shocks. Rear wheel travel has been increased to 90 millimeters on the DT100 and DT125, and 88 millimeters on the DT175. The DT125 and DT175 have a new 21-inch front wheel. And front fork travel has been increased to 160 millimeters. The DT125 has an electric starter—only off-road bike made that does. All bikes (except mini) have new sealed beam headlights. Except for CDI ignition, the DT250 has the exact same features as the DT400.



The 1976 Yamaha DT400
This is the bike the test riders unanimously selected
as the "best all-around big-bore Enduro."



U.S. Forestry-approved spark arrester through flame-type exhaust

90 mm of rear wheel travel

New sealed beam headlight

175 mm of front fork travel

Muscle-eye conical hub

21-inch front wheel

Muscle-eye frame

Capacitor Discharge Ignition

Sealed steel foot pegs

Torque Induction

Thermal Phase advanced rear shocks

www.legends-yamaha-enduros.com

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

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