

YZ80



FAST THINGS COME IN SMALL PACKAGES.

This year, we've completely redesigned the YZ80 to be everything our bigger YZ's are. Except big.

The 79cc engine has been redesigned to be lighter, more compact and more powerful, just like our bigger YZ engines. The unique reed-valve Torque Induction system ensures instant and steady power throughout the band.

But speeding up the YZ80 was only the beginning. To keep all that performance in constant contact with the dirt we added a brand-new remote reservoir Monoshock rear suspension. The remote reservoir gives the rear wheel 35mm more travel this year. And, since the Monoshock's preload is adjustable, you can fine tune your suspension to the way you ride, and the track you're riding on.

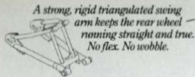
The muscular leading axle front forks also have 35mm more travel, for smoother riding and greater control over the roughest courses.

A six-speed close-ratio transmission lets you handle all the power with short-throw precision.

The rugged, new single-down-tube tubular steel cradle frame is engineered to make the YZ80 lighter, thus faster, with superior rigidity and a whopping 30mm increase in ground clearance.

Lighter. Stronger. Faster. More powerful. And a lot more travel. That's the YZ80 for 1981.

The trickiest machine for teaching young riders all the tricks in the book.



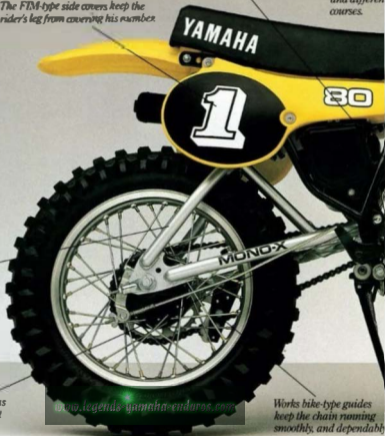
The rear engine mount is also the swing arm pivot, putting the pivot as close as possible to the drive sprocket for minimum horsepower loss.

A quick shifting six-speed transmission lets young riders learn to use all the power most efficiently. And a primary kick starter lets them crank up in any gear.

The FIM-type side covers keep the rider's leg from covering his number.

Our exclusive Monoshock provides 205mm of travel.

And it's adjustable for different riding styles and different courses.



Works bike-type guides keep the chain running smoothly, and dependably.

remote-reservoir
provides an abundant
travel.



stable to suit
ers

The new 70cc two stroke single is smaller and lighter this year, yet cranks out more horsepower. Reed-valve Torque Induction ensures plenty of low-end pulling power and break-away top-end speed.



The durable polypropylene fenders are designed to prevent mud build-up.

The beefy leading-axle front forks help keep you flying smoothly over even the roughest courses with 215mm of travel.

Big, leading/trailing drum brakes, both front and rear, make braking this mighty mini quick and sure.

Capacitor Discharge Ignition (CDI) produces a hot, efficient spark without mechanical breaker points, maximizing performance and minimizing maintenance.

The new single-down-tube, tubular steel cradle frame is both very strong and lightweight. With a low seat height and center of gravity for excellent stability and handling.

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