

YAMAHA RD125




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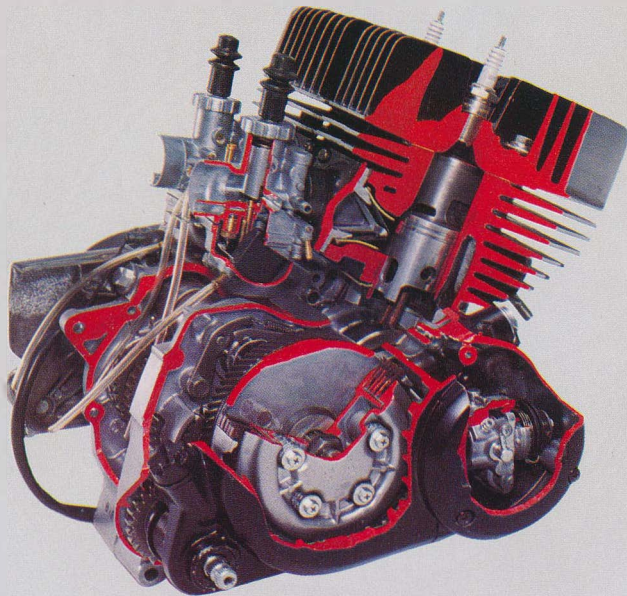
The Yamaha RD125—Good

“Good things come in small packages” says an old maxim.....and the Yamaha RD125 is motorcycling proof of that statement! Howling its way to 10,000 rpm, the RD125 has a power unit that is almost identical to machines that, not so many years ago, were winning World Championships for Yamaha. Now those same engines in refined form are providing lightweight enthusiasm with one of the most exciting rides on the road.

The little RD125 is a true sports thoroughbred with its racing heritage moulded into every line. Even the chassis is based on Yamaha racing design and the whole machine handles, brakes and performs in a manner that belies its engine size.

The RD125 has advanced performance features such as front disc brake, heavy duty front forks and adjustable rear suspension. It's one of the safest, sportiest machines on the road, regardless of capacity and one of the most comfortable too. A wide, comfortable seat that would not be out of place on a big touring machine combines with full instruments  to add luxury to the sporting package.

Whichever way you look at it, there's no way the competition can handle what the RD125 has to offer.

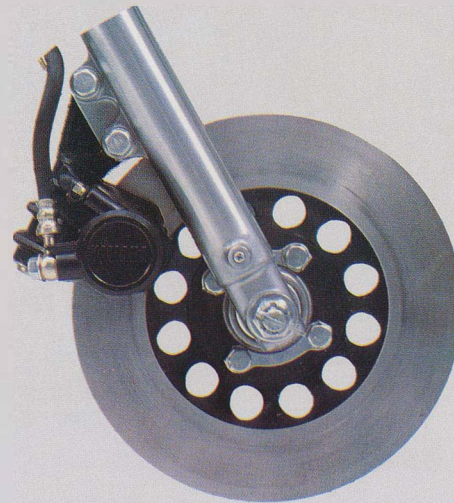


Engine

The RD125 engine has all the features of Yamaha's larger sporting two-strokes such as seven-port aluminum cylinder barrels, Autolube automatic throttle-controlled oiling and reed valve Torque Induction.

Extra large finning on both cylinder heads and barrels aid cooling of the little 9,000 rpm power unit while a five speed transmission enables the rider to keep the engine really buzzing on the power band.

The stainless steel reeds that control the flow of fuel into the RD engine are mounted in a special block in the induction tract. Mounted by one end into the block, the flexible reeds open up as pressure variations in the engine dictated. Fuel is then allowed into the engine just as it is needed...the right amount and no more. This eliminates carburettor blowback, which makes for cleaner running throughout the rev-range and also keeps the exterior of the engine clean. The same applies to the Autolube system as the throttle is opened and the rev increase, oil is pressure fed into the engine. None is wasted. Smoking exhausts are simply a bad memory for today's Yamaha two-stroke owners...thanks to Autolube!



Disc brake

A machine with a sporting performance needs stopping power to match. That's why we fit the Yamaha RD125 with a powerful 245 mm disc brake at the front. It's another lesson learned from racing and one that has been put to good use on Yamaha street machines. With powerful brakes and its light weight and good handling, the RD125 is one of the safest machines on today's roads.



Instrument

The RD125 has all the instrumentation of the big bikes in the Yamaha range. Speedometer and tachometer plus a full range of indicator lights in a console mounted just above the powerful headlight and bright turn indicators.

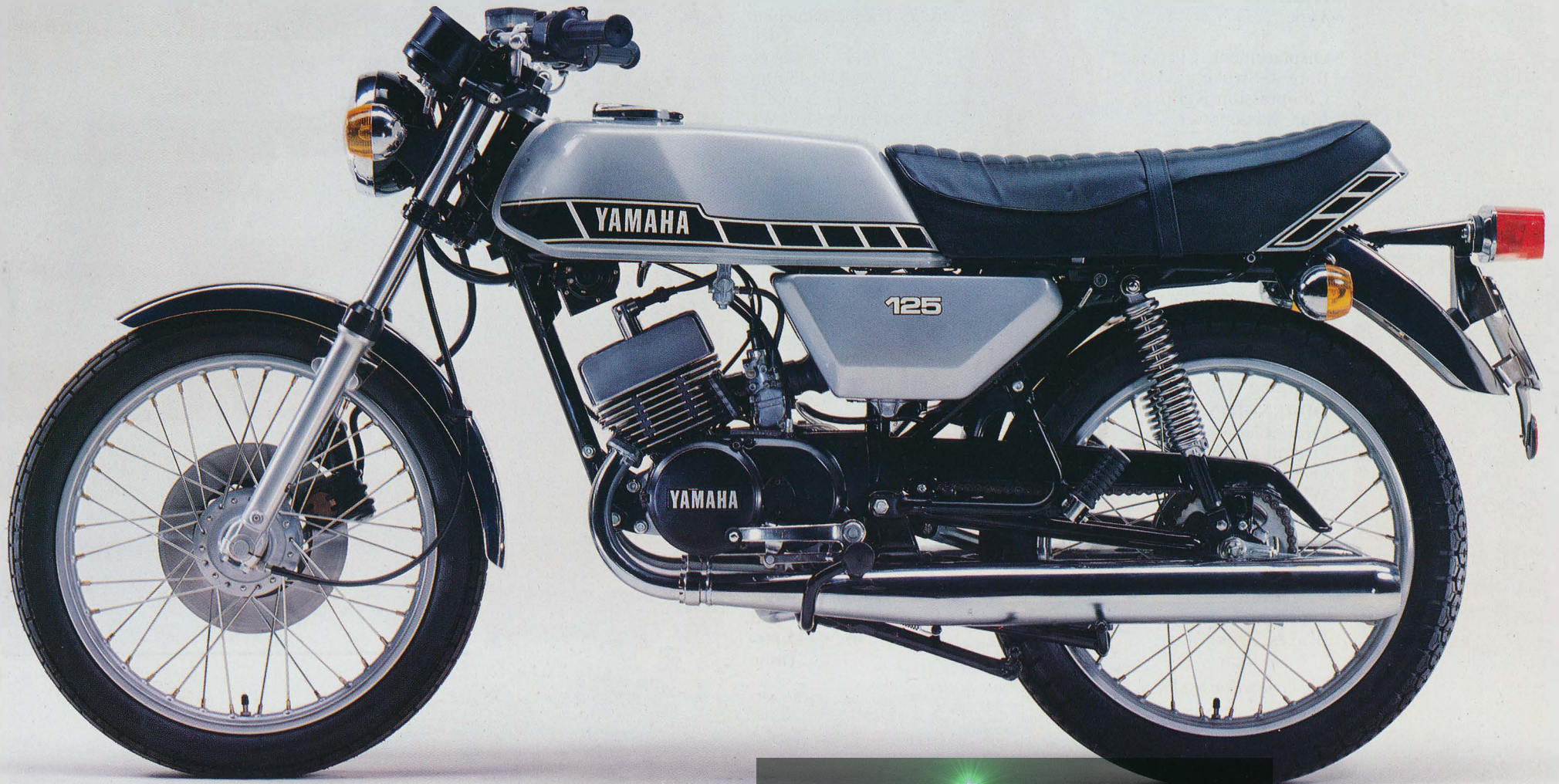
The console is angled back towards the rider for easy viewing and is backlighted at night by soft green lighting that picks out the white numerals from their matt-black backgrounds in better-than-daylight fashion.

Frame and Suspension

The tough tubular high tensile steel frame for the RD125 was designed by the same team who produced the frames for Yamaha's world-beating road racing motorcycles. Strong but light, it can absorb all the stresses and strains that any rider can put on it. The basis of the RD125's reputation for “on line” handling, the frame, carries a rear swinging arm suspension set-up that utilizes three position adjustable hydraulic shock absorbers. Carefully and scientifically matched with long-stroke front forks, the rear suspension dampers are styled with chrome plated springs and legs. The front fork design reveals this Yamaha's race breeding. Progressive springing and damping provides a long controlled fork movement which aids rider comfort and cornering control. Friction free seals ensure the permanent silky smooth action over bumpy or rippled road surfaces.

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SPECIFICATIONS

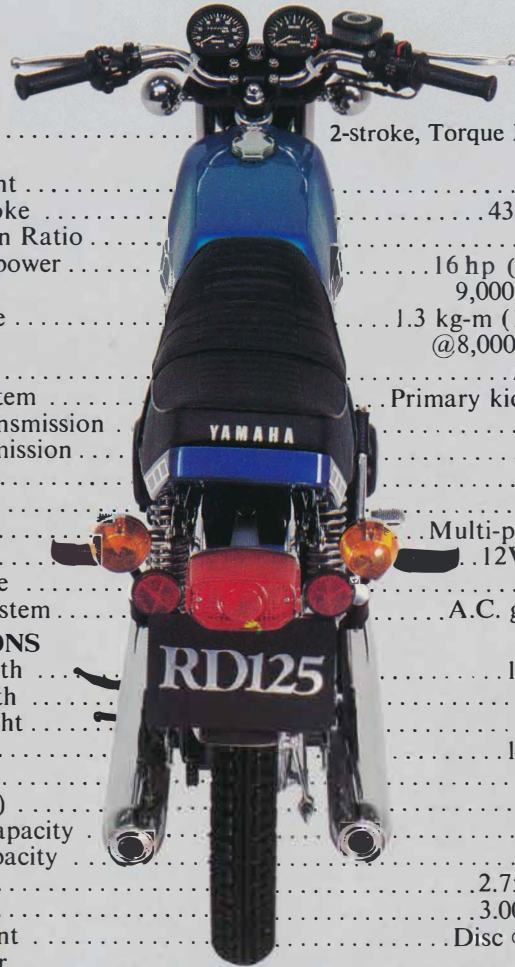
ENGINE

Type	2-stroke, Torque Induction Twin
Displacement	124 cc
Bore & Stroke	43×43 mm
Compression Ratio	6.8:1
Max. horsepower	16 hp (11.7kW) 9,000 rev/min.
Max. torque	1.3 kg-m (12.7 Nm) @8,000 rev/min.
Lubrication	Autolube
Starting system	Primary kick starter
Primary transmission	Gear
Final transmission	Chain
Gearbox	5-speed
Carburettor	Y18P×2
Clutch	Multi-plate, Wet
Battery	12V, 5.5AH
Ignition type	Battery
Charging system	A.C. generator

DIMENSIONS

Overall length	1,945 mm
Overall width	755 mm
Overall height	980 mm
Wheelbase	1,240 mm
Seat height	780 mm
Weight (net)	111 kg
Fuel tank capacity	11.5 lit.
Oil tank capacity	1.2 lit.
Tire front	2.75-18-4PR
rear	3.00-18-4PR
Brakes front	Disc φ245 mm
rear	Drum

**Specifications subject to change without notice.*



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