

**YZ1000**



[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)



# GRADUATE TOPS IN YOUR CLASS.

When you're ready to step up from a mini, a Yamaha YZ100 is the logical choice. Anything else would be a step back.

That's because the YZ100 is built to be the best competition MXer in its class, just like our famous full size YZ's. And this year we've made it even better.

The powerful 98cc race-proven engine has even more muscle for 1980. With no increase in engine size or weight, Yamaha's unique Torque Induction system with large reed valves and 30mm Mikuni carburetor ensures steady, usable power over a wide range. And eliminates carburetor blowback. The trouble-free capacitor discharge ignition (C.D.I.) provides a hot, efficient spark.

A close-ratio quick-shift six-speed racing transmission makes the most of the gutsier engine.

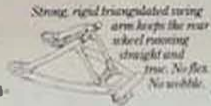
The double-loop tubular-steel frame is light yet very strong. The frame's low seat position means a low, stable center of gravity. But we still managed to add more ground clearance this year—a lot more than most young riders will ever need.

Plus you get all the competition extras that make the YZ100 a perfect little clone of our bigger YZ's. Like a neat tucked-in, tie-frame motor cross exhaust. Cylinder head finning like our works bikes. Tough, flexible, polypropylene fenders. A thickly padded seat for comfort and durability.

And if all that isn't enough, the YZ100 comes with international-style number plates, already equipped with a big number "one."

That's because we think anyone good enough for a YZ100 should graduate with honors.

New 37mm offset side covers keep your leg from covering the big number one. It's so handy.



The exclusive Akasaka 4 is infinitely and easily adjustable by varying



spring pre load. So any rider can keep the bike's wheel on the ground for sure traction on any course.

Leading axle front forks have increased wheel travel by 20mm. They help prevent the roughest trail from being a rough ride.

The new 98cc engine has more horsepower and torque.

The double-loop, tubular steel frame is as strong as it is light.

The race-proven, close-ratio, six-speed transmission gives you short-throw precision and quickness in any gear, at any speed.

