

YZ80



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

# FOR FAST LEARNERS.

The Yamaha YZ80 is built for beginners who want to become winners. Fast.

And with all the improvements for 1980, the new YZ80 will be cranking out experienced winners faster than ever. We've changed just about everything but the color.

Yamaha wrote the book on two-stroke technology. Now we've rewritten it with innovations that make the YZ80's 79cc power plant lighter yet more powerful — there are 2.5 more horsepower with greater acceleration.

Our unique reed-valve Torque Induction ensures steady power across the band and eliminates carburetor blowback. A six-speed close-ratio transmission lets you use all the new muscle most efficiently.

The engine isn't the only innovation. The rugged, sure-handling suspension has increased wheel travel at both ends. The leading-axle front forks have a full 180mm of travel while the rear has been increased to 170mm — a 15mm increase on both.

Which brings us to the exclusive Yamaha Mono-shock — the best way yet devised to keep the bike's rear wheel on the ground, even over the whoopiest whoop-de-doo. And it's the only rear suspension system that's infinitely adjustable to suit different riders and tracks.

To be sure you get the most motocrosser for your money, we've added larger diameter front tires, with a better-gripping pattern. Increased the ground clearance to 225mm. And moved the seat forward 20mm for better stability.

The YZ80 for 1980 isn't just styled like our bigger YZ's. It's built like them, with all the features. Yet it's the perfect size for young riders to learn on. And win on.



Leading-axle front forks help prevent the roughest trail from being a rough ride. And the VWC travel is up to 180mm.

Our exclusive Mono-shock is easily adjustable by varying spring pre-load. So any rider can keep the bike afloat on the ground for sure traction on any terrain.

New FIM type side covers keep your leg from covering the big number on the ground.

Strong, rigid triangulated swing arm keeps the rear wheel running straight and true. No flex. No wobble.

This year's bigger front fender gives you just a little more protection from your flying dirt.

The new 79cc engine has more horsepower and torque.

Capacitor Discharge Ignition eliminates mechanical breaker points for better spark efficiency, more starting performance, and longer life.

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

The race-proven, six-speed transmission and shifting mechanism give you short throw precision and quickness in any gear, at any speed.

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## ENGINE

Type. . . . . 2-stroke single  
Displacement. . . . . 79cc  
Bore and Stroke. . . . . 49 x 42mm  
Compression Ratio. . . . . 8.1:1  
Maximum Torque. . . . . 7.6 ft.-lbs.  
(1.05 kg-m) @ 11,500 rpm  
Carburetion. . . . . Mikuni VM26SS  
Ignition. . . . . C.D.I.  
Starting. . . . . Primary kick  
Lubrication. . . . . Pre-mix  
Transmission. . . . . 6-speed

## CHASSIS

Overall Length. . . . . 68.7" (1,745mm)  
Overall Width. . . . . 30.9" (785mm)  
Overall Height . . . . . 39.0" (990mm)  
Wheelbase. . . . . 46.7" (1,185mm)  
Ground Clearance. . . . . 8.9" (225mm)  
Dry Weight. . . . . 137 lbs. (62 kg)  
Fuel Tank Capacity . . . . . 1.2 gals. (4.7 l)

## Suspension

Front. . . . . Telescopic forks  
Rear. . . . . Swing arm with Monoshock

## Brakes

Front. . . . . Drum  
Rear. . . . . Drum

## Tires

Front. . . . . 2.75 x 17  
Rear. . . . . 3.60 x 14

Coloring. . . . . Competition Yellow

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



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**YAMAHA**  
*When you know how they're built.*