

'76 MX

SHOLLY'S CYCLES, INC.
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www.legends-yamaha-enduro.com





www.legends-yamaha-cruisers.com

GTMX

The GTMX is not just a scaled down replica of Yamaha's larger championship motocrossers. It's a tough competitor in its own right. Torque Induction, Yamaha's exclusive reed-valve intake system insures ready power in any gear. But it works best when you need it most at low rpm's. And Autolube[®] automatically mixes oil and gas to satisfy engine operating conditions. For precise control and easy handling there's a low profile double loop frame, long travel front forks and heavy-duty rear shocks. And the young rider will enjoy the convenience of being able to start the machine in any gear. With the primary kick starter there's no need to find neutral first. Feature for feature the GTMX reflects Yamaha's unequalled racing technology. It's not a mini bike made to look like a motocrosser. It's a tough little racer that looks like a winner.

YZ80

By any standard the YZ80 has proven itself as the ultimate mini-motocross machine. Big changes in performance and handling this year will secure that reputation for some time to come.

The YZ80 is powered by a full 80cc engine. That larger displacement, better cylinder porting and refined carburetion add up to more power. Torque Induction translates that into more usable power. Throughout the five-speed range Yamaha's exclusive reed-valve system delivers more pulling power when you need it most, especially at low rpm's.

Over bumps and out of turns, long travel front forks and forward-mounted rear shocks provide superior traction and control. Add to that an extra measure of stability, thanks to the low profile, double loop frame, and you have a mini-motocross machine the world will be watching.

The YZ80. See it today in the dealers showroom, or in the winner's circle tomorrow.

www.legends-yamaha.com





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YZ125

When you buy a motocross machine you shouldn't have to modify it to tap the performance it promises. Independent testers and racers agree; the one off-the-floor 125 that can win more races than any other is the revolutionarily YZ125.

Improved cylinder porting and refined carburetion produce more power than ever before. Combined with Torque Induction and close ratio six-speed transmission that means more usable power. With Yamaha's unique reed-valve system you can trigger a burst of power when you need it most. Especially at low engine speeds.

You don't have to fight to hold the fast line either. New Monocross[®] suspension and long travel front forks make the direct line almost as easy as the smoothest line. Add to that trouble free C.D.I. ignition, center mount exhaust and primary kick starter.

The amazing YZ125. It will out-pull, out-handle anything in its class.

YZ100

Many beginning motocross riders start with a lightweight 100. Such a machine should have the performance to make it to the winner's circle, but it must also be dependable enough to survive the mistakes along the way. Small wonder so many beginners become winners with the YZ100.

Throughout the six-speed range, Torque Induction supplies quick throttle response. This inovative reed-valve system works best when you need it most, especially at low rpm's.

Over all kinds of terrain the low center of gravity double loop frame, Monocross[®] suspension and long travel front forks provide comfort, stability and positive handling. And because the exhaust system is tucked out of the way under the saddle, the YZ100 is narrower and easier to handle than other bikes in its class.

If you're thinking of getting into motocross, check the YZ100. It's the shortcut from beginner to winner.





www.legends-yamaha-enduro.com

MX 125

Every year the MX125 competes for motocross victories and engineering excellence. With increased performance and even better handling this year, it looks a winner in both respects.

Refined carburetion and improved cylinder porting generate more power. Coupled with Torque Induction, power is instantly available at low engine speeds. And with the six-speed transmission you're always close to the peak power band. The result, speed in the straights and power out of turns.

Longer travel front forks and new forward-mounted rear shocks provide easy handling and superior traction. Even after long, hard use, the fade-resistant nitrogen/fluid shocks soak up hard jolts.

The high performance package also includes over-the-top exhaust, lightweight alloy rims and conical hubs.

The MX125. Feature for feature it all adds up to a winning combination. And at a winning price, too.





www.legends-yamaha-enduros.com

YZ175

The YZ175 is the logical step up for young motocross racers who are ready for a larger displacement machine. And with substantial improvements this year, look forward to a whole new level of performance.

Refined carburetion and better cylinder porting yield more power. Along with rugged six-speed transmission and Torque Induction, power is there when you need it. Especially at the low end. And C.D.I. ignition lessens spark plug fouling, too.

For better handling the YZ175 has longer travel front forks and new Monocross® rear suspension. Add to that a narrow profile—because the exhaust system is tucked out of the way—and lightweight double loop frame. The result is a more comfortable, more controllable motocross machine that you can ride longer without tiring.

If you're looking for a little bigger machine and a lot more performance, look at the YZ175.

www.legendary-motocross.com





YZ250

What does the YZ250 have in common with Yamaha's "works bikes" that win so many National and International Races? Race-proven dependability and Yamaha's unequalled racing technology.

One major factor in this success is Monocross® suspension. With even longer suspension stroke this year, bumps and ruts will seem a whole lot smaller than they did last year. But Monocross® is not just a great shock absorber. It also helps keep the rear wheel and power on the ground for fantastic traction.

Refined carburetion and better cylinder porting produce more power. Thanks to Torque Induction it's all usable power because Yamaha's exclusive reed-valve system works best when you need it most. Especially at low rpm's.

As part of the high performance package there's C.D.I. ignition, center mount exhaust and lightweight alloy rims and hubs.

The YZ250. Just like the "works bikes", delivers peak performance, superior handling, exceptional traction and a habit of winning.





www.legends-yamaha-en-196.com

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YZ400

Nothing tests a motorcycle like dirt racing. And for motocross, scrambles and especially desert racing, nothing meets the challenge like the rugged YZ400. From new Monocross® suspension with its longer stroke to long travel front forks, the YZ400 is ideally equipped for rough terrain. The suspension swallows even the hardest jolts while maintaining firm traction. The result is a more comfortable, more controllable ride. Add to that heavy-duty rims and hubs and you have a motorcycle with the durability to survive the rigors of desert racing.

But that's only half the story. Modified carburetion and improved cylinder porting help deliver more power. Coupled with Torque Induction, power is instantly available across the entire five-speed range—particularly at the low end when you really need it. And for more efficient operation the radial fin cylinder head dissipates heat quickly.

For desert racing, scrambles or motocross, put the YZ400 to the test. It can put you in the winner's circle.





www.legends-yamaha-enduro.com

TT500

The TT500 is a perfect mix of traditional engineering and modern racing technology. The result is a new concept in off-road competition motorcycles; a machine that is sure to make its mark in Enduro, scrambles and TT competition.

The classic overhead cam, four-stroke single delivers smooth torque even at low rpm's. And the five-speed transmission distributes power over a broad range. Mount that in a modern, lightweight motocross frame. Add heavy-duty, long travel front forks, forward-mounted nitrogen/fluid rear shocks and heavy-duty wheels. What you have is a motorcycle with the same handling and control as Yamaha's world championship motocrossers.

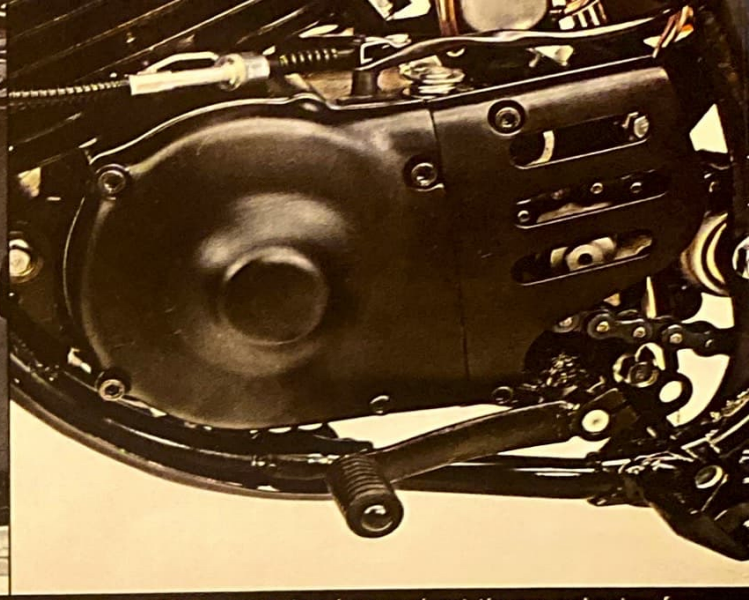
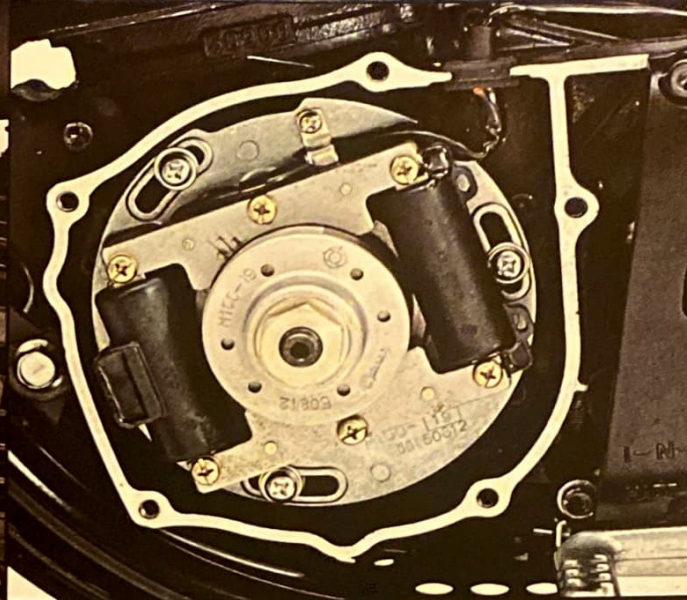
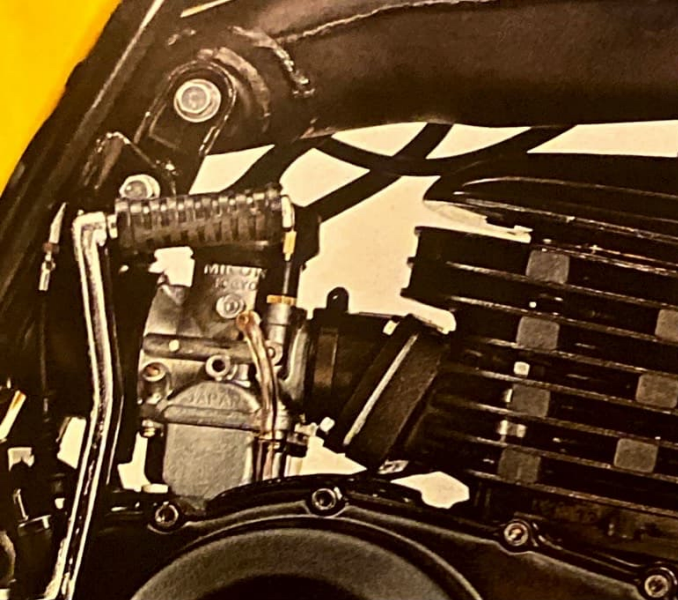
The TT500. With its versatile big bore performance and exceptional handling combines the best of both worlds.

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New Monocross® suspension system, previously available on only two production models is now standard equipment on all full size YZ models. It is the same revolutionary suspension design that contributed to Yamaha's domination of National and International motocross racing. Even longer suspension stroke this year offers greater comfort, control and traction. The lower end of the mechanism attaches to a special triangulated rear arm. The top end is connected forward under the tank area. Working together, the nitrogen/fluid system provides superior, fade-resistant damping.

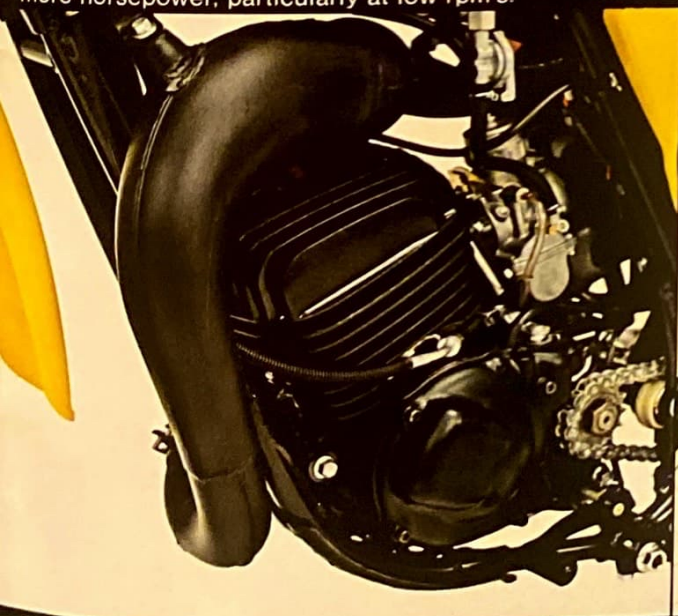




Torque induction is a unique feature of Yamaha two-stroke engines. It utilizes a stainless steel reed-valve between the carburetor and cylinder to feed the engine the exact amount of fuel and air it needs. And to prevent carburetor blowback. The result is more horsepower, particularly at low rpm's.

C.D.I. ignition system produces a hotter, more consistent spark at all engine speeds, and virtually eliminates spark plug fouling. It also eliminates all the problems common to mechanical breaker points.

Six-speed transmission has a short-throw selector for quick, positive shifts. The close ratio helps keep you close to the peak power band.



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Center mount exhaust system is routed out of the way under the padded saddle. The much narrower profile is more comfortable and allows better control. The tuned silencing system reduces noise without affecting performance.

Longer travel front forks soak up severe jolts without bottoming. Alloy rims and conical front hubs reduce weight and the lightweight polypropylene fenders are virtually unbreakable.

Double loop frame has a low profile. That low center of gravity provides better balance for easier handling.

Specification **2-stroke GTMXC**

YZ 80C

YZ100C

YZ125X

ENGINE

Type	2-stroke single	2-stroke single	2-stroke single	2-stroke single
Displacement	72 cc	79 cc	98 cc	123 cc
Bore and Stroke	47×42 mm	49×42 mm	50×50 mm	56×50 mm
Compression ratio	6.8 : 1	7.2 : 1	7.2 : 1	7.4 : 1
Maximum torque	4.0 ft.-lbs. @ 6,000 rpm	6.1 ft.-lbs. @ 9,000 rpm	9.3 ft.-lbs. @ 9,500 rpm	11.9 ft.-lbs. @ 10,000 rpm
Carburetion	(1) Teikei 16 mm	(1) Mikuni 24 mm	(1) Mikuni 30 mm	(1) Mikuni 34 mm
Ignition	Magneto	Magneto	C.D.I.	C.D.I.
Starting	Kick	Kick	Kick	Kick
Lubrication	Autolube	Premix	Premix	Premix
Transmission	4-spd.	5-spd.	6-spd.	6-spd.

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Overall length	61.1"	67.1"	80.5"	82.5"
Overall width	27.2"	30.9"	38.8"	38.8"
Overall height	36.6"	37.2"	44.7"	44.9"
Wheelbase	41.1"	46.1"	53.9"	55.5"
Minimum ground clearance	7.7"	6.7"	10.8"	11.2"
Dry weight	130 lbs.	141 lbs.	190 lbs.	189.6 lbs.
Fuel tank capacity	1.3 gal.	1.1 gal.	1.5 gal.	1.5 gal.

Suspension

Front	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork
Rear	Swing arm	Swing arm	Monocross	Monocross

Brakes

Front	Drum	Drum	Drum	Drum
Rear	Drum	Drum	Drum	Drum

Tires

Front	2.50×15	2.50×16	2.75×21	3.00×21
Rear	2.75×14	3.00×14	3.50×18	4.10×18

YZ125C

YZ175C

YZ250C

YZ400C

4-stroke TT500C

Stroke single	2-stroke single	2-stroke single	2-stroke single	4-stroke single
125 cc	171 cc	246 cc	397 cc	499 cc
66×50 mm	66×50 mm	70×64 mm	85×70 mm	87×84 mm
7.5 : 1	7.5 : 1	7.69 : 1	7.57 : 1	9.0 : 1
13.65 ft.-lbs. @ 9,500 rpm	13.96 ft.-lbs. @ 10,000 rpm	22.5 ft.-lbs. @ 7,500 rpm	28.6 ft.-lbs. @ 7,000 rpm	27.8 ft.-lbs. @ 5,500 rpm
(1) Mikuni 30 mm	(1) Mikuni 34 mm	(1) Mikuni 38 mm	(1) Mikuni 38 mm	(1) Mikuni 38 mm
C.D.I.	C.D.I.	C.D.I.	C.D.I.	Magneto
Kick	Kick	Kick	Kick	Kick
Premix	Premix	Premix	Premix	Dry sump
6-spd.	6-spd.	5-spd.	5-spd.	5-spd.

80.5"	82.5"	83.5"	83.5"	83.1"
37.2"	38.8"	38.8"	38.8"	36.8"
45.3"	44.9"	46.1"	46.1"	44.1"
53.7"	55.5"	56.3"	56.1"	55.9"
10.8"	11.2"	10.0"	10.0"	8.5"
185 lbs.	190 lbs.	225 lbs.	232 lbs.	262 lbs.
1.5 gal.	1.5 gal.	2.1 gal.	2.1 gal.	2.2 gal.

Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork
Swing arm	Monocross	Monocross	Monocross	Swing arm

Drum	Drum	Drum	Drum	Drum
Drum	Drum	Drum	Drum	Drum

3.00×21	3.00×21	3.00×21	3.00×21	3.00×21
4.10×18	4.10×18	4.60×18	5.00×18	4.60×18

Someday, you'll own a Yamaha.

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