

YZ1000



www.legends-yamaha-enduros.com

WINNING. STEP TWO.

This is the one to step up to: The 1979 Yamaha YZ100. The perfect competition MX'er for riders who've surpassed their own, but aren't tall enough for a full-size 125.

The YZ100 is pure motocross racer. From the knobbies up. With torsion Yamaha Motor shock rear suspension. Long-travel, leading-link front forks. A double-loop tubular steel frame. And plenty more.

You'll even get improved power from the YZ100's 90 cc engine. It's been specially designed for this bike. CDI ignition provides a hot, reliable spark at all engine speeds. And reed-

valve Torque Induction really puts out the more over a broad, usable band.

Its 5-speed racing transmission gives you the right gear for every turn, bump and jump.

Flexible polypropylene fenders, a steel through-frame exhaust pipe and a low, ducky-padded seat make for more durability, ground clearance and control.

Take the right step. Up to the YZ100—the motocrosser that can out-run, out-handle and out-win any other bike in its class.



Engine Induction. Torque Induction of Yamaha's reed-valve engine provides a hot, reliable spark at all engine speeds. The result is more horsepower, particularly at low rpm.

Shockback rear suspension. Yamaha's revolutionary suspension system provides ground feel, wheel control for better control, more control and consistent track, over rough terrain.

Capacitor Discharge Ignition System. CDI ignition provides a hot, reliable spark at all engine speeds. The result is more horsepower, particularly at low rpm.

The leading-link design allows greater, more precise low-speed steering. In addition, the damping characteristics can be improved through the increased rigidity of the fork tube.

Three-ratio six-speed transmission. The design is one of its most effective assets. The improved design allows quick, precise gear changes.

Center-mount exhaust system. A central location of the exhaust pipe provides a low, ducky-padded seat for more durability, ground clearance and control.



Exhaust Manifold rear expansion.

Long-travel leading-link front forks.

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YAMAHA

Double-loop tubular steel frame.

Close ratio 5-speed transmission.

90 cc. single cylinder engine with Torque Induction and Capacitor Discharge Ignition.

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YAMAHA

ENGINE

| | |
|-------------------|--|
| Type | 2-stroke single |
| Displacement | 98 cc |
| Bore and Stroke | 50 x 50 mm |
| Compression ratio | 7.2 : 1 |
| Maximum torque | 9.8 ft.-lbs. (1.36 kg-m) @ 10,000 rpm |
| Carburetion | (1) Mikuni VM36SS |
| Ignition | C. D. I. |
| Starting | Kick |
| Lubrication | Pre-mix (20 : 1) |
| Transmission | 6-speed |

CHASSIS

| | |
|--------------------|--------------------|
| Overall length | 80.3" (2,040 mm) |
| Overall width | 35.0" (890 mm) |
| Overall height | 44.3" (1,125 mm) |
| Wheelbase | 53.7" (1,365 mm) |
| Ground clearance | 11.0" (280 mm) |
| Dry weight | 183 lbs. (83 kg) |
| Fuel tank capacity | 1.3 gals. (5.0 l.) |

Suspension

| | |
|----------|----------------------|
| Front | Telescopic forks |
| Travel | 180 mm |
| Rear | Monocross suspension |
| Travel | 172 mm |
| Brakes | |
| Front | Drum |
| Rear | Drum |
| Tires | |
| Front | 3.00 x 21 |
| Rear | 3.50 x 18 |
| Coloring | |

Competition Yellow



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* Specifications subject to change without notice.

YAMAHA

When you know how they're built.

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