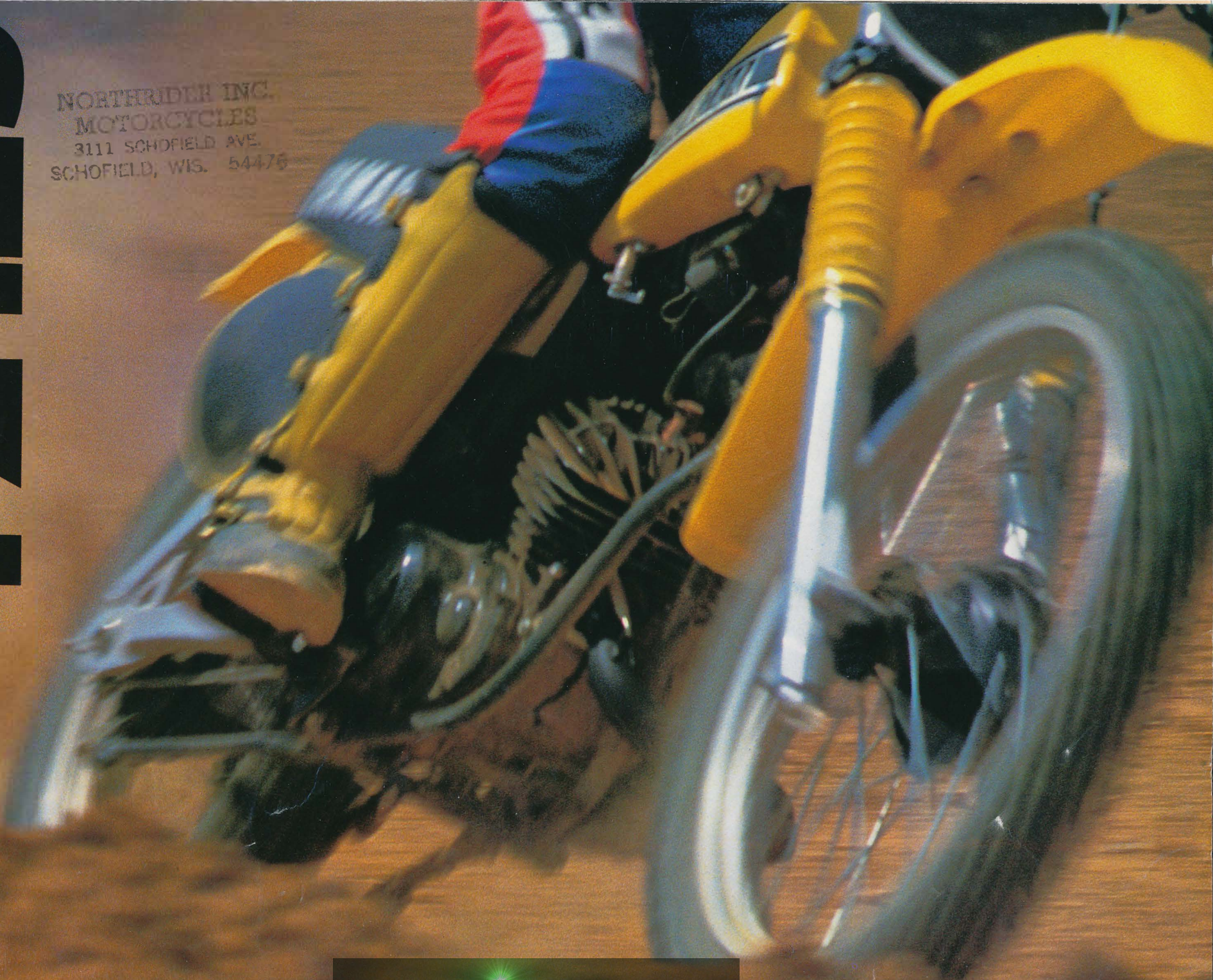


YZ125

NORTHRIDER INC.
MOTORCYCLES
3111 SCHOFIELD AVE.
SCHOFIELD, WIS. 54476



www.legends-yamaha-enduros.com

SEVENTH DAY WONDER.

Sunday after Sunday the 1978 YZ125 proved it could out-pull, out-handle and out-win anything in its class.

Well, guess what?

The 1979 YZ125 is going to out-do that reputation.

A new-design Monoshock rear suspension offers increased travel. Front fork travel went up too. Air/spring, leading-axle forks provide quick steering. And a new full-floating rear brake makes braking smoother in rough terrain.

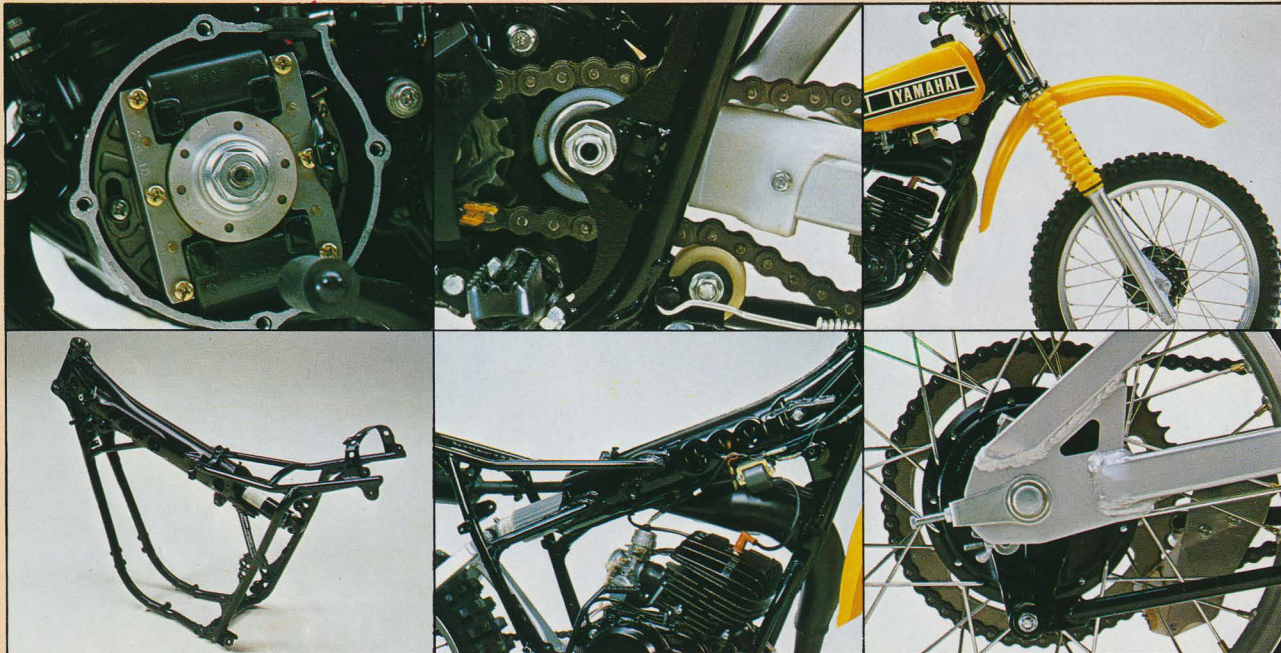
The YZ125 comes packed in the same kind of frame you usually see only on factory team

racing bikes. And with thin-wall chrome-moly, you get more strength with less weight.

You get more performance from the YZ125 this year, too. We cranked 20% more horsepower out of the engine across a broader power band. And matched it with a close ratio 6-speed transmission. CDI ignition provides a hot, reliable spark under all conditions.

The YZ125. It can beat any motocrosser in its class any day of the week. And twice on Sunday.

Newly-designed, fully-adjustable rear suspension system.



The Capacitor Discharge Ignition system features an advance curve matched to the power capabilities of the new engine.

Special chrome-moly frame is like those in radical works racers. It provides two things that are prerequisites for motocross machines: strength and lightness.

Swing arm pivot point has been moved closer to the countershaft, reducing slack and eliminating the need for a chain tensioner.

Yamaha's exclusive Monoshock rear suspension system provides unparalleled handling and control. The aluminum swing arm reduces unsprung weight. And this year rear wheel travel has been increased to a full 240 mm.

The leading axle fork design and lightweight front hub provide quick, precise steering.

A full-floating rear brake provides smoother, surer braking over rough terrain.



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Monoshock

YAMAHA

YAMAHA

125

Long travel, air/spring, leading-axle front forks.

Tough chrome-moly steel frame.

123 cc, two-stroke, single engine with Capacitor Discharge Ignition.

Strong and light box-section aluminum swing arm.

New full-floating rear brake.

Close-ratio, 6-speed transmission.

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YZ125F

ENGINE

Type	2-stroke single
Displacement	123 cc
Bore and Stroke	56 × 50 mm
Compression ratio	8.3 : 1
Maximum torque	12.4 ft.-lbs. (1.7 kg-m) @10,500 rpm
Carburetion	(1) Mikuni VM32SS
Ignition	C. D. I.
Starting	Kick
Lubrication	Pre-mix (20 : 1)
Transmission	6-speed

CHASSIS

Overall length	82.5" (2,095 mm)
Overall width	37.4" (950 mm)
Overall height	45.9" (1,165 mm)
Wheelbase	55.5" (1,410 mm)
Ground clearance	11.4" (290 mm)
Dry weight	194 lbs. (88 kg)
Fuel tank capacity	1.6 gals. (6.1 ℓ)

Suspension

Front	Telescopic forks
Wheel travel	250 mm
Rear	Monocross suspension
Wheel travel	240 mm

Brakes

Front	Drum
Rear	Drum

Tires

Front	3.00 × 21
Rear	4.10 × 18

Coloring

Competition Yellow



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* Specifications subject to change without notice.

YAMAHA

When you know how they're built.

YAMAHA MOTOR CORP., U.S.A. 6620 Orangethorpe Avenue, Buena Park, California 90620

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