

# YZ125G



YAMAHA SOUTH  
5050 S. BROADWAY  
ENGLEWOOD, COLO. 80110



# GIVE'EM THE WORKS.

Against Yamaha's 1980 YZ125 the competition might as well be taking a Sunday drive. In every department, the YZ125 is totally new—from horsepower to suspension to reliability. About the only thing we didn't change is the color.

It's a production replica of our last year's works bike. And then some.

We've managed to improve just about every feature that makes the YZ125 our most popular MXer, starting with the highly responsive 123cc two-stroke powerhouse. We've beefed the horsepower and torque way up and broadened the powerband. Yet the engine is much smaller and lighter than last year's.

Yamaha's unique Torque Induction, with over-size reed valves and carburetor, ensures steady, usable power. And eliminates carburetor blowback. And new cylinder head finning, like on our works bike, provides better cooling for increased durability.

It's an all-muscle, no-fat engine pumping out more power in a bike that weighs less, overall, than last year's. And that means a power-to-weight ratio that's tops in its class.

What else is new? The exclusive Yamaha Monoshock rear suspension now has a remote reservoir to prevent overheating and fading. Tuning the infinitely adjustable Monoshock to suit different riders and courses is easier than ever. And rear-wheel travel has been increased along with the travel on the leading-axle air/oil front forks.

Last year's double-loop chrome-moly frame has been replaced by an all-new single-down-tube chrome-moly cage that's stronger and lighter.

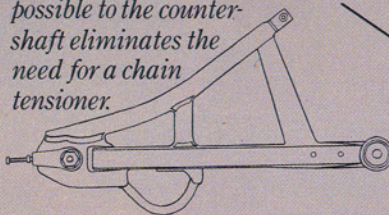
That's the 1980 YZ125. The closest you can come to the whole works without riding for the factory.

*The extra-low seat position lowers the bike's overall center of gravity for better stability and handling.*

*Our exclusive Monoshock is easily adjustable by spring pre-load, nitrogen and oil viscosity. So any rider can keep the back wheel on the ground for sure traction on any terrain.*

*New FIM-type side covers keep your leg from covering the big number one. Wear it proudly.*

*The triangulated box-section aluminum swing arm is extremely lightweight, yet strong and rigid to prevent rear wheel wobble. Moving its pivot point as close as possible to the counter-shaft eliminates the need for a chain tensioner.*



*The full-floating rear brake allows the shoe to rotate and pivot with the frame, independent of the swing arm. Braking is smoother and more predictable, even in the most unpredictable terrain.*

*The race-proven, six-speed transmission offers short-throw precision in any gear, at any speed.*





Back is infinitely  
by varying  
pressure  
rider can  
the ground  
course.

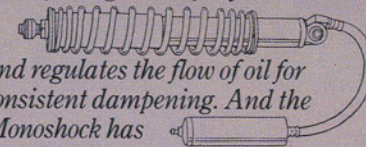
Leading-axle front forks have 50mm more travel this year, plus longer internal sliding surfaces for more responsive, flexless travel. They're adjustable for air pressure, oil weight and oil level to soak up everything from a small bump to a full-fledged whoop-de-do.

This year's bigger front fender gives you just a little more protection from low-flying objects.

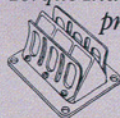
The single-down-tube, semi-double-cradle, chrome-moly frame — totally new this year — is as light as it is strong.

Our new Monoshock remote reservoir dissipates heat efficiently to prevent shock fading. It carefully monitors

and regulates the flow of oil for consistent dampening. And the Monoshock has 50mm more travel this year.



123cc, two-stroke, single-cylinder engine with our unique reed-valve Torque Induction system that prevents carburetor blowback and assures top performance across the band.



Capacitor Discharge Ignition produces a hotter, more efficient spark electronically, maximizing performance while minimizing maintenance.

Close-ratio,  
gives you  
and quickness  
speed.

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## ENGINE

Type. . . . . 2-stroke single  
Displacement. . . . . 123cc  
Bore and Stroke. . . . . 56 x 50mm  
Compression Ratio. . . . . 8.4:1  
Maximum Torque. . . . . 13.0 ft.-lbs.  
(1.8 kg-m) @ 9,500 rpm

Carburetion. . . . . Mikuni VM32SS  
Ignition. . . . . C.D.I.  
Starting. . . . . Primary kick  
Lubrication. . . . . Pre-mix  
Transmission. . . . . 6-speed

## CHASSIS

Overall Length. . . . . 83.3" (2,115mm)  
Overall Width. . . . . 37.4" (950mm)  
Overall Height. . . . . 47.8" (1,215mm)  
Wheelbase. . . . . 56.3" (1,430mm)  
Ground Clearance. . . . . 13.4" (340mm)  
Dry Weight. . . . . 187 lbs. (85 kg)  
Fuel Tank Capacity. . . . . 1.7 gals. (6.5 l)

## Suspension

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

## Brakes

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

## Tires

Front. . . . . 3.00 x 21  
Rear. . . . . 4.10 x 18

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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*When you know how they're built.*

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