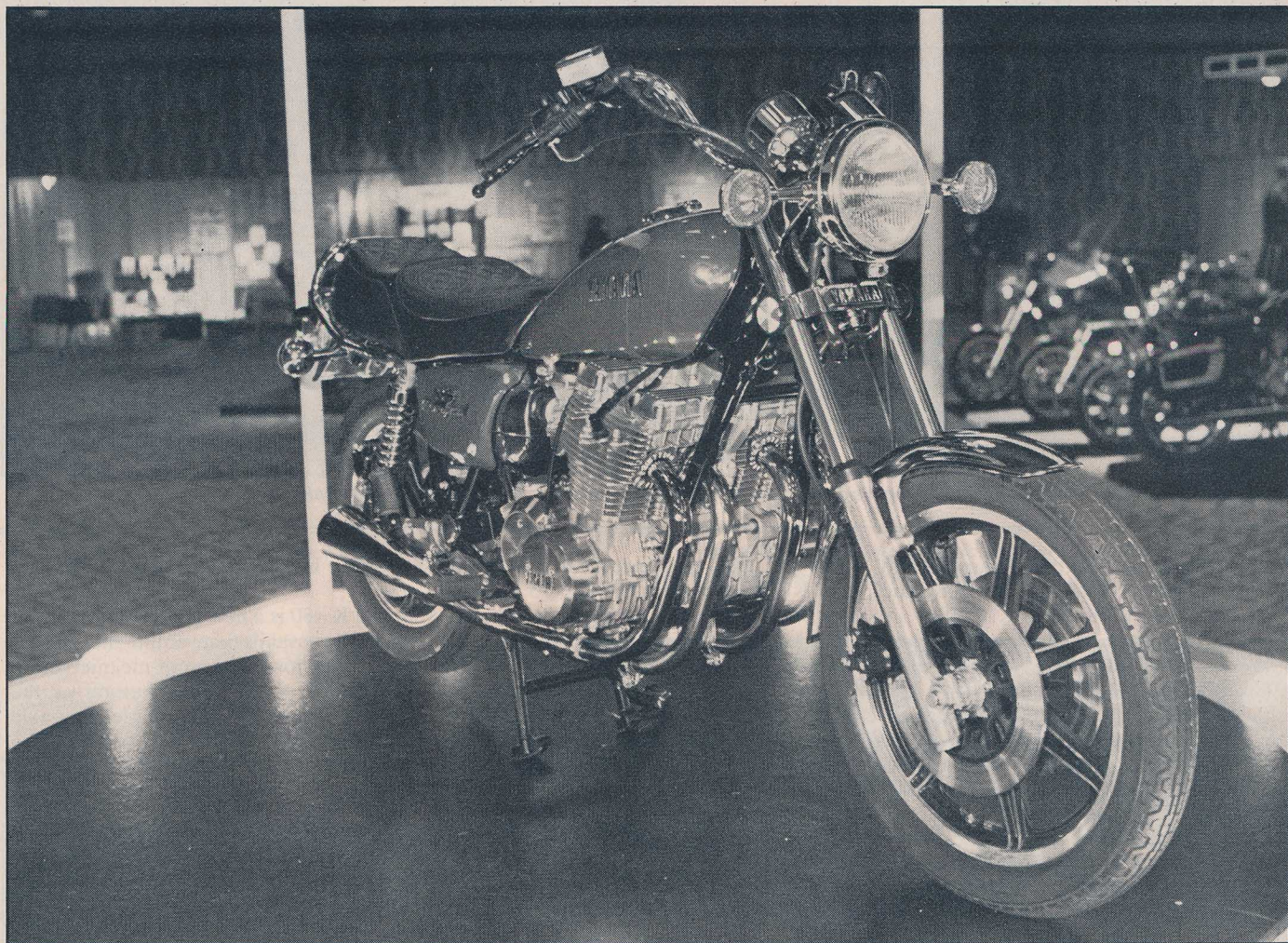


Model Year '79

Yamahas Refined for 1979

A Special XS Eleven, Restyled RD400 and Improved Dirt Bikes for Play



Adding to the line of Specials, Yamaha introduces the XS Eleven Special.

STREET BIKES

Yamaha presented no completely new motorcycles during its new model introduction in Las Vegas but showed a new version of the XS Eleven and revised dirt and competition bikes.

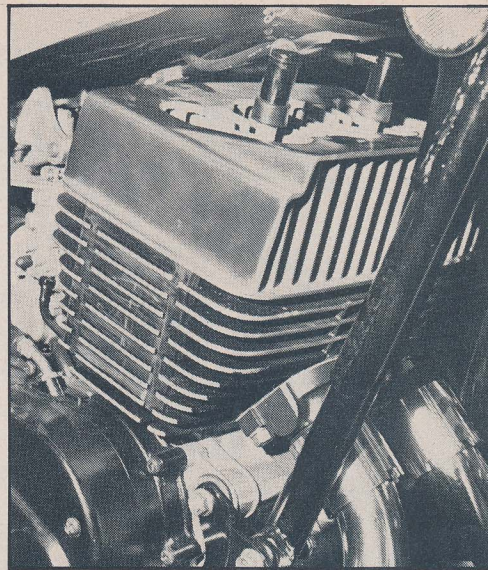
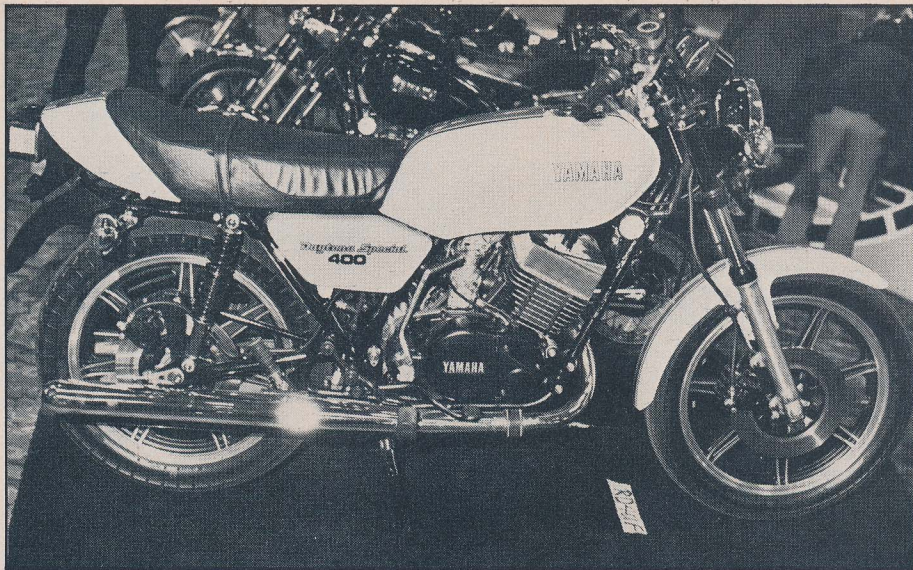
In 1978, stylized versions of the 650 and 750 Yamaha street bikes called Specials were hot sellers. For 1979 there will be a similarly restyled XS Eleven. Front forks on the Special are air-adjustable, leading axle units. Rear shocks on the Special have adjustable damping. The rear tire and wheel are 16-in. Most noticeable changes are a smaller, reshaped 4 gal. gas tank, round headlight, round instruments, longer handlebars and a slightly reshaped seat. Mufflers are also shorter on the Spe-

cial. The drivetrain remains the same 1101cc dohc Four introduced in 1978. Yamaha accessories for the XS Eleven now include the same frame-mount touring fairing available on the 750. The new fairing is smaller than the fairing offered last year on the 1100 and was shown mounted on a 1100 Special. Both fairings will be available in 1979.

Standard and special models of the 750 and 650 are essentially unchanged but there's a new Special II version of the 650. The Special II will have the same rounded tank, pull-back handlebars, short mufflers and styled seat as the original Special but doesn't have the mag-style wheels or rear disc brake. The Special II is an economy

version special.

The SR500F is the only 500cc Yamaha street bike offered for 1979. The eight-valve Twin is gone and the rumored shaft drive Four was not shown. The XS400F, in both standard and economy model with drum brakes, continues unchanged but the RD400F has received a facelift. The new 4.36 gal. gas tank is reshaped, blending in with the side covers and the new seat. Seat tail section, side covers, tank and fender are painted a pearlescent white. The engine looks different with an air scoop atop the cylinder head and rubber vibration dampers at the outside edge of the cylinder fins. The footpegs have been raised for greater cornering clearance. >



All new body work turned the RD400 into the Daytona Special. Gas tank is larger, engine silenced with rubber vibration dampers between cylinder fins.

DIRT BIKES

Big news for Yamaha dirt bikes in 1979 is new suspension and frames on some models. Steeper fork rake for more precise steering at low speeds has been adopted for many models, including the TT500 which also has a lighter frame for 1979. The street-legal XT500 now has the same emissions controlled 32mm Mikuni carb and cylinder head as the SR500 and a steeper 28 degree steering head.

Dual-purpose DT bikes from 125cc to

250cc get new leading axle front forks in 1979 to go along with the monoshocks. The 100cc still has center axle forks and twin shocks. Yamaha claims the DT125, 175 and 250 have more power for 1979 but no power figures are available. All DT models are street legal. Gone is the DT400, a victim of increasingly stringent emissions regulations.

Take a DT175, strip off the lights and charging system and out pops a MX175. The MX, also available as a 100cc version

based on the DT100, is billed as a beginning dirt bike. Both models have reed valves and oil injection. The 175 has the same leading axle forks, monoshock and six-speed transmission as the DT175. The 100 has center axle forks, twin conventional shocks and a five-speed.

At the bottom of the dirt bike line are the GTMX80 playbike and the similar GT80, which is street legal. Both are carry over models.

COMPETITION BIKES

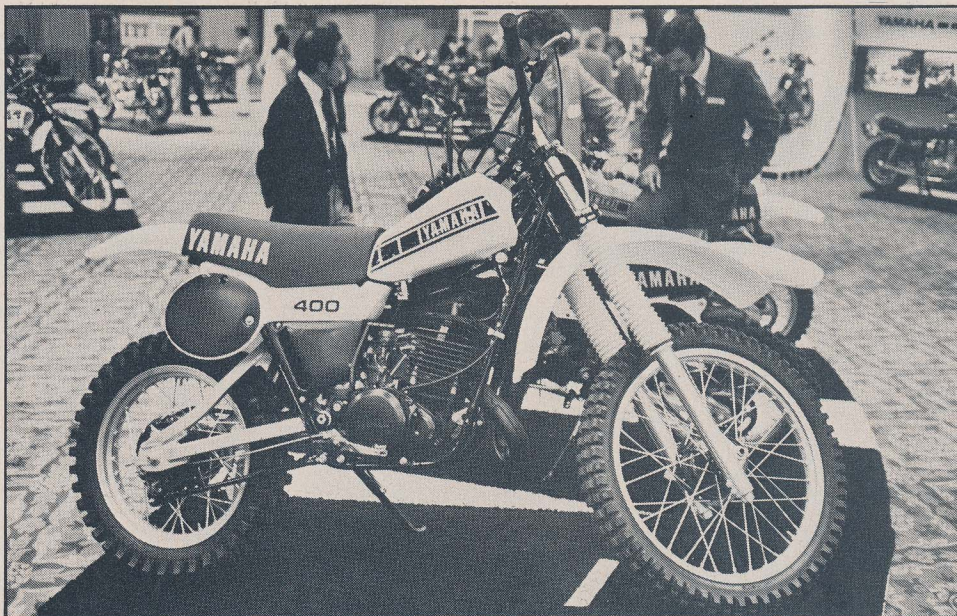
More power and more suspension are being offered on 1979 Yamaha competition dirt bikes. Yamaha claims 5 to 25 percent more mid-range power for the YZ125, YZ250 and YZ400. Longer travel suspension and full-floating rear brakes are new for 1979 along with repositioned swing arm bolts which move the swing arm pivot closer to the countershaft and eliminate the need for a chain tensioner.

Monoshocks can be adjusted to 17 damping settings on the YZ motocrossers. YZ models 125, 250 and 400 have aluminum swing arms and reed valves. Least changed of the motocrossers is the YZ100. But the YZ80 has a new six-speed transmission, new frame, more suspension travel and more horsepower. Fork rake angle on the 125, 250 and 400 has been steepened to 29.5 degrees. Fork rake is 29 degrees on the 100 and 28 degrees on the 80.

Enduro Yamahas share the same steeper fork rake the motocrossers gained for 1979. Along with the chrome-moly frames, the new ITs are claimed to produce more power, have longer travel front and rear suspension and different gear ratios to match the changes in powerband.

Steering head rake on all IT models is now 29.5 degrees. Previous rake was 31.5 degrees on the 250 and 400 and 32 degrees on the 175. Claimed ground clearance on the new ITs is up 1.5 in. on all models,

apparently the result of the longer travel suspension. Yamaha also claims a weight reduction of 5 lb. on the IT400 and a weight reduction of 4 lb. on the 250. □



YZ400 gets more mid-range power, longer travel suspension and full-floating brakes.