

HOW TO GROW UP TO BE A WINNER.

There comes a time in every young motocross rider's life when he feels like he's caught in the middle. Too big for a minibike. Not quite big enough for a full-size 125.



But if he races Yamahas right from the start, he'll never get that in-between feeling. Because we've got a system.

THE YAMAHA SYSTEM.

The heart of our system is the YZ100 you see pictured here.

When a youngster outgrows his YZ80, he moves quite naturally to the intermediate-size YZ100. It's a good deal longer, wider and taller than the 80, without going all the way to 125 dimensions.

Later, when his size and strength increase, the young rider can graduate to the YZ125. And at no point along the way will he find

himself sitting on anything less than a genuine racing machine.

THE SHOCKING DIFFERENCE.

The Monoshock rear suspension found on the YZ100 is a Yamaha exclusive. Its single, adjustable, nitrogen/oil shock absorber provides control and response unmatched by any other system. Rear wheel wobble is eliminated while wheel travel is increased. Damping is consistent and, thus, predictable. Stability and traction are phenomenal.

The oil damped leading axle front forks deliver 5.5 inches of travel for precise and stable handling.

*Leading axle front forks
for precise control.*



SMALL, BUT WIRY.

Reed valve Torque Induction gives the smaller displacement YZ100 engine loads of smooth usable power across a wide rpm

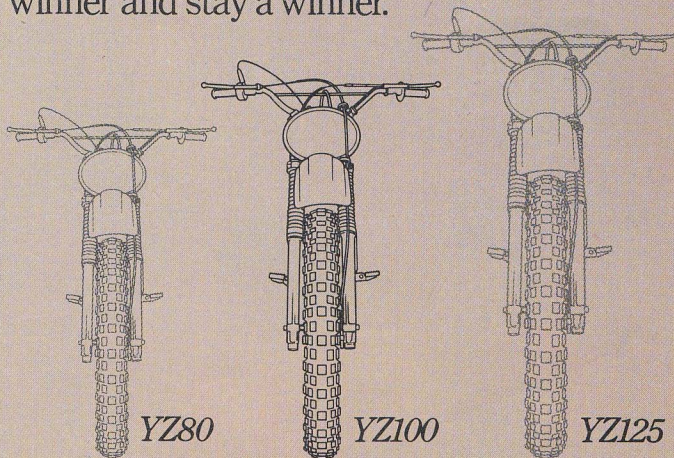


range. And it's as rugged and dependable as any in the YZ line.

To lay that power down in the most efficient way possible, the YZ100 has a quick-shifting, six-speed racing transmission instead of a five-speed. Always the right gear at the right time.

Heavy-duty polypropylene tank, fenders and side covers keep weight down. A unique spring loaded chain tensioner assures a smooth power transfer. And a rugged double cradle, tubular steel frame holds the whole beautiful package together.

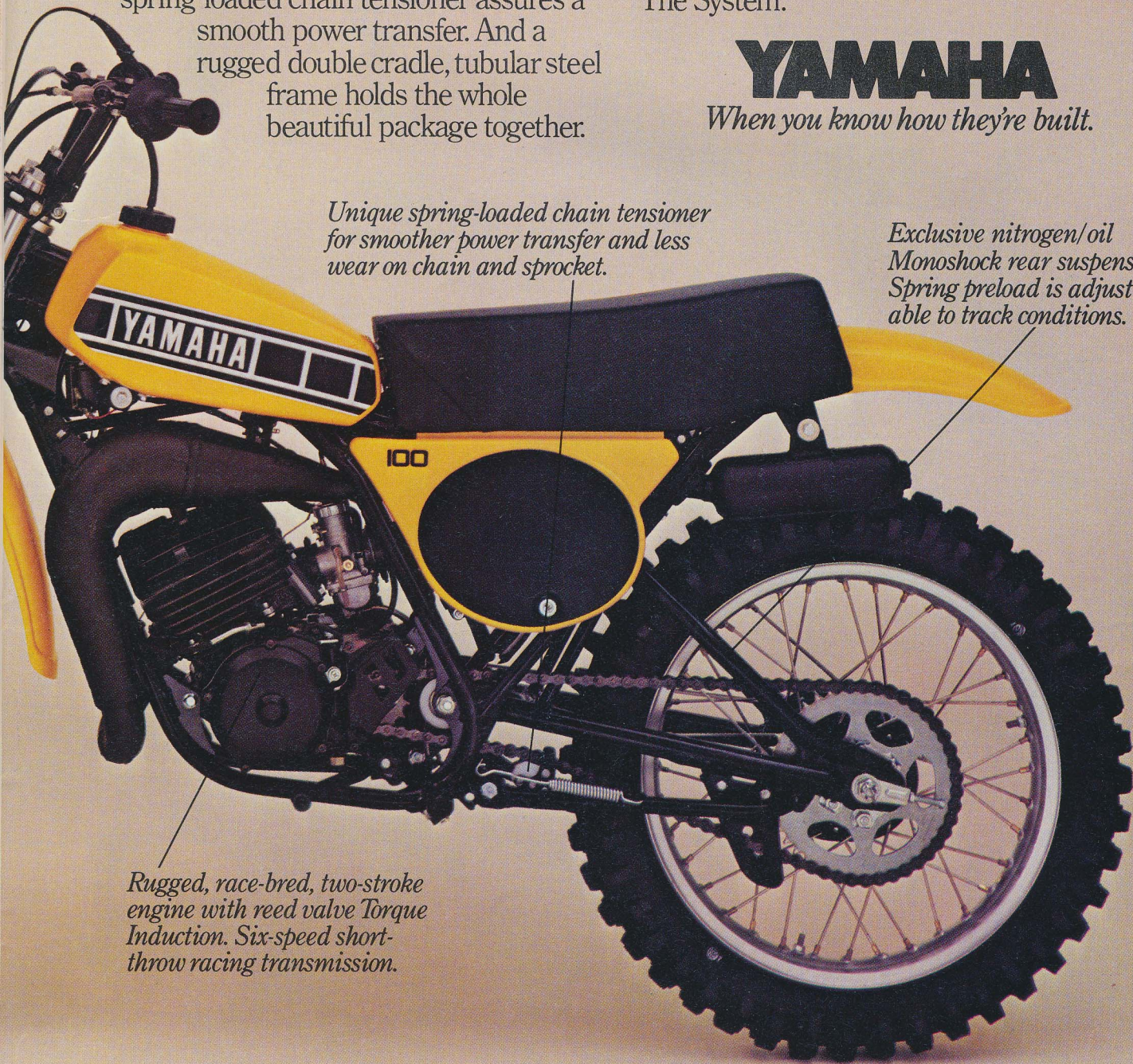
The YZ100 makes the Yamaha System the surest and most efficient way to start a winner and stay a winner.



Or, to put it another way, you can't beat The System.

YAMAHA

When you know how they're built.



Unique spring-loaded chain tensioner for smoother power transfer and less wear on chain and sprocket.

Exclusive nitrogen/oil Monoshock rear suspension. Spring preload is adjustable to track conditions.

Rugged, race-bred, two-stroke engine with reed valve Torque Induction. Six-speed short-throw racing transmission.