



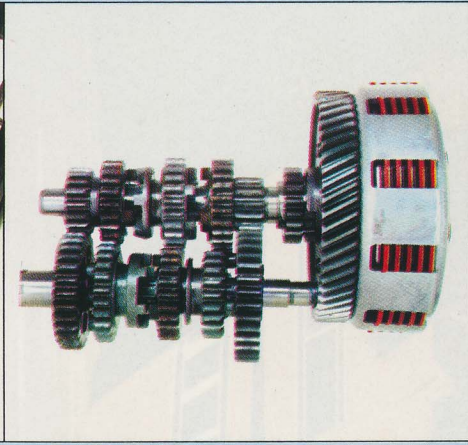
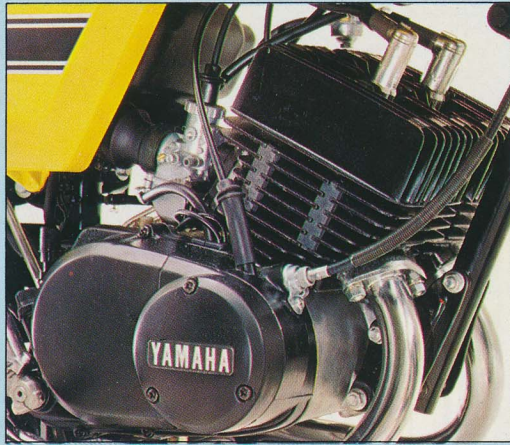
YAMAHA RD125

Ultra Lightweight With World Champion Status

Yamaha have a real reputation to back up in the 125-cc class. It is a reputation garlanded with honour on the race circuits of the world and in consequence their RD125 packs a performance punch that belies the engine's 124-cc capacity.

Quality and well balanced appeal are the instant reactions of those who look carefully at what the RD125 can offer. Additionally the superb two-stroke twin cylinder engine

provides pleasure and excitement in equal parts. Pleasure at its overall economy and city smooth performance in traffic and pure excitement once the throttle is cracked open and the free revving turbine smooth engine spins easily up to 10,000 r.p.m. and proves its race breeding. Handling is a joy and all Yamaha plus features are included with efficient brakes, top line frame and suspension design and sure safe sure brakes.



Engine

Superb Yamaha 124-cc two-stroke twin which includes major design features from race proven engines. These developments ensure both long life and minimal service requirements while enabling the engine to deliver crisp but smooth power throughout its speed range up to 10,000 r.p.m.

Yamaha's patent Autolube pump mechanism feeds clean undiluted oil to the engine to aid efficient lubrication at all speeds. Aluminium cylinder barrels and deep finned cylinder heads ensure cool running.

An engine that gives instant response to the throttle is a real pleasure to ride and the RD125 proves its thoroughbred background in this and every department. Breathing through two 18-mm diameter carburettors and Yamaha's exclusive Torque Induction system which improves the intake charge and aids exhaust scavenging gives the power in the lower and mid-speed areas of performance so important in the Ultra Lightweight class. The efficient exhaust and induction silencing systems fitted have been designed to allow the engine to produce all its power without causing offence at any speed.

V-type Reed Valve

Employing a special stainless-steel reed-valve assembly between the carburetor and the engine, intake is positive and efficient. Operating due to pressure variations within the engine itself, the reed valves open and close on demand positively fueling the engine and preventing blow-back through the carburetor, resulting in increased torque and higher economy.

Transmission

Slick easy gear shifting of race standard is guaranteed with the rugged 5-speed system incorporated to match the power characteristics of the engine. Design computer selected gear ratios allow a power and acceleration reserve in every gear. The gear drive priming transmission runs in oil and the heavy duty five friction plate clutch can take every punishment that the use of a multi-purpose motorcycle can give.

Frame/Suspension/Brakes

The tough tubular high tensile steel frame for the RD125 was designed by the same team who produced the frames for Yamaha's world-beating road racing motorcycles. Strong but light, it can absorb all the stresses and strains that any rider can put on it. The basis of the RD125's reputation for "on line" handling, the frame, carries a rear swinging arm suspension set-up that utilizes three position adjustable hydraulic shock absorbers. Carefully and scientifically matched with long-stroke front forks, the rear suspension dampers are styled with chrome plated springs and legs.

The front fork design reveals this Yamaha's race breeding. Progressive springing and damping provides a long controlled fork movement which aids rider comfort and

cornering control. Friction free seals ensure the permanent silky smooth action over bumpy or rippled road surfaces. The right hand fork leg carries the hydraulically operated disc brake caliper for the 245-mm diameter stainless steel disc.

Control and Comfort

Riding position is very important, along with the design, location and feel of the controls. The RD125 with its carefully positioned and easy-to-read speedometer and precision revolution counter at either side of the ignition switch is evidence of the thought that is given not just to the machine but also to the rider.

The dual seat is wide and luxuriously padded and even its springing matches that of the machine. Sculptured to match the classical lines of the tank side panels and rear mudguard assemblies, the seat unlocks and swings laterally to reveal the battery and Autolube oil tank.

Handlebars are carefully formed for rider comfort and all controls fall within range of normal hand and finger movements to allow the rider to concentrate on the road and surrounding conditions.

Powerful lights with good main beam penetration and dip beam spread and efficient direction indicators are standard Yamaha fittings.

Front Forks

In order to smooth out road roughness and reduce vibration felt by the rider thereby lowering riding fatigue, this bike is equipped with ultra-responsive racing type front forks. These optimum-stroke forks are specifically designed to yield the best stability while allowing maximum manoeuvrability.

Seat

The wide seat is extra comfortable to help reduce riding fatigue when the bike is ridden continuously for long periods. Positioned for the best riding posture, the seat blends in with the dynamic lines of the machine, and for lasting durability the cover of the seat is waterproof.

Lighting

For safe riding day or night, the lighting equipment is designed to be readily visible by other traffic and so that the rider's field of vision is as wide as possible at night. The turn signals and rear stop light brightly indicating the rider's intentions, and the instrumentation is softly back-lighted for clear nighttime viewing.

Speedometer and Tachometer

The overall operation and speed of the bike can be easily monitored at a glance at the large, easily-readable speedometer and tachometer. These precision instruments are shock mounted for lasting durability and are placed at an optimum location for quick viewing.

SPECIFICATIONS

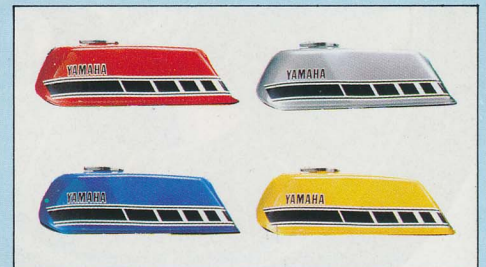
ENGINE

Type 2-stroke, Torque Induction, Twin
 Displacement 124 cc
 Bore & Stroke 43×43 mm
 Compression ratio 6.8 : 1
 Max. horsepower 16 bhp @ 9,000 rpm
 Max. torque 1.3 kg-m @ 8,000 rpm
 Max. speed range 120-125 km/h
 Lubrication system Autolube
 Starting system Primary kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 5-speed
 Carburettor Y18P(×2)
 Clutch Multi plate, wet
 Battery 12V, 5.5 AH
 Ignition type Battery, CB/Coil

DIMENSIONS

Overall length 1,945 mm
 Overall width 790 mm
 Overall height 980 mm
 Seat height 780 mm
 Wheelbase 1,240 mm
 Weight (net) 111 kg
 Fuel tank capacity 11.5 lit.
 Oil tank capacity 1.2 lit.
 Tires front 2.75-18-4PR
 rear 3.00-18-4PR
 Brakes front Hyd. disc, diam. 245 mm
 rear Drum

* Specifications subject to change without notice.



YAMAHA, It's a way of life



YAMAHA MOTOR N. V.

Postbus 7829 PROF. E. M. Meyerslaan 3
Amstelveen (Amsterdam), Holland

SINCE 1887