

YAMAHA RD125



“All the lessons we learn on the racetrack are Yamaha”

Of all the Yamaha range, the RD-Series of two-stroke twins bear the closest resemblance to the road-racing machines that have been gathering World Championship titles for Yamaha for over a decade.

This race-bred heritage is particularly evident in the RD125, which has a frame and engine unit near-identical to the 125cm³ production road-racer sold by Yamaha little more than five years ago. World Championship and Isle of Man TT 125cm³ Class wins both feature in the pedigree of the RD125, so it's no wonder that the bike is an automatic choice for riders wanting a truly sporting lightweight.

Small the RD125 might be, but it is still one of the most exciting rides on the road.

The race-bred chassis, heavy-duty front forks and powerful brakes (including a big 245mm disc at the front), result in superbly responsive, safe handling and road-biting stopping power.

The 11.7kW (16HP) engine, with five-speed transmission combines with a total machine weight of only 111kg to deliver vivid acceleration and a cruising speed usually associated with machines of larger capacity.

One quick ride on Yamaha's RD125 will leave you in no doubt whatsoever that a racing pedigree really does improve the breed of any street machine.



New World 500cm³ Champion (at his very first attempt!) Kenny Roberts, has never used anything but Yamaha machinery since his first season as a professional racer. Since that time, only eight seasons ago, he has won the 1978 World Road Race Championship, two American Grand National Championships and innumerable race victories in countries on both sides of the Atlantic.

Most of these wins have come on Yamaha two-stroke machines so the young American, of all people, is in a good position to assess just how much Yamaha's racing programme has an

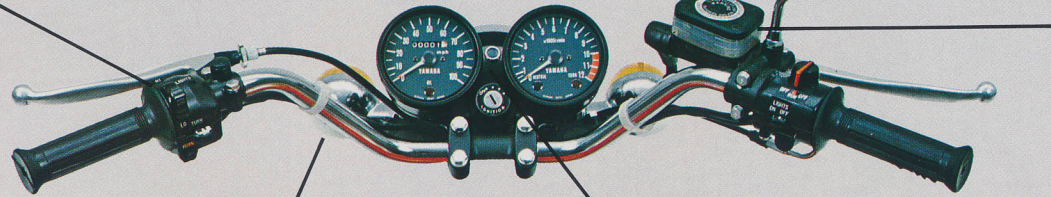
effect on their RD-Series street machines.

“There's no doubt at all,” says Kenny, “that you can actually sense a racing ‘feel’ about bikes like the RD125, for example. I've taken one out on the road many times and enjoyed every minute of my riding. It's just something about the tight handling through all types of bends, the way that big front disc brake pins you down to a smooth, safe stop, and the responsiveness of the engine. The whole bike just feels like a little racer. You know it can do its job in perfect safety and that's what builds up that all-important confidence which turns the average rider into a safe, competent one.”



a sports machines like the RD125" — Kenny Roberts

Safety is a designed-in feature of Yamaha machines — even to comparatively “invisible” things such as the positioning of control switches. No switch that you need while on the move is more than a finger-tip away from the handlebar grip. This means safer riding by making switch-operation almost automatic thinking.



Still on the safety aspect, one of the most important aspects of motorcycling is to “see and be seen”. That is why bright turn signals, large headlamp and rear-view mirror are all standard items on the Yamaha specification sheet.

There’s complete instrumentation on the RD series so that the rider knows exactly what he and his machine are doing. Speedometer and rev-counter plus oil level warning, neutral indicator and turn signal operating lights.

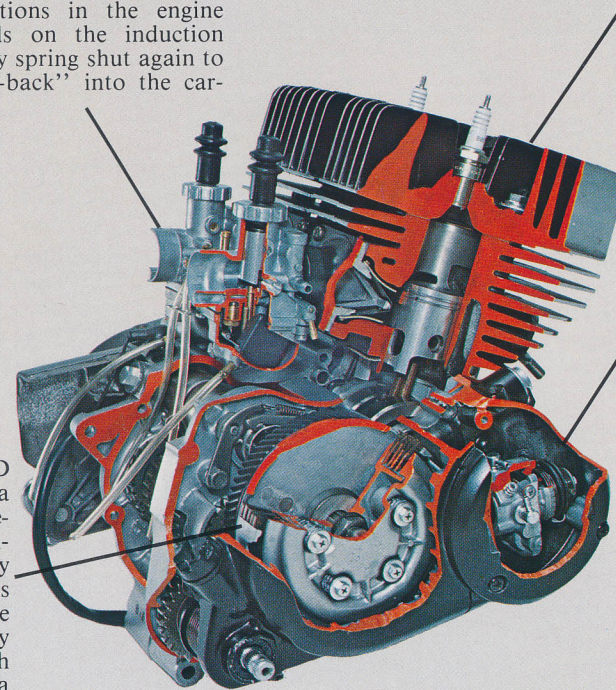
The master cylinder for the 245mm front disc brake has translucent sides so that the rider can make an immediate visual check on hydraulic fluid level.

The throttle twist grip also controls the pump of the Auto-lube system. The wider you open the throttle, the more oil is allowed into the engine. So you can press on with total confidence in engine reliability!



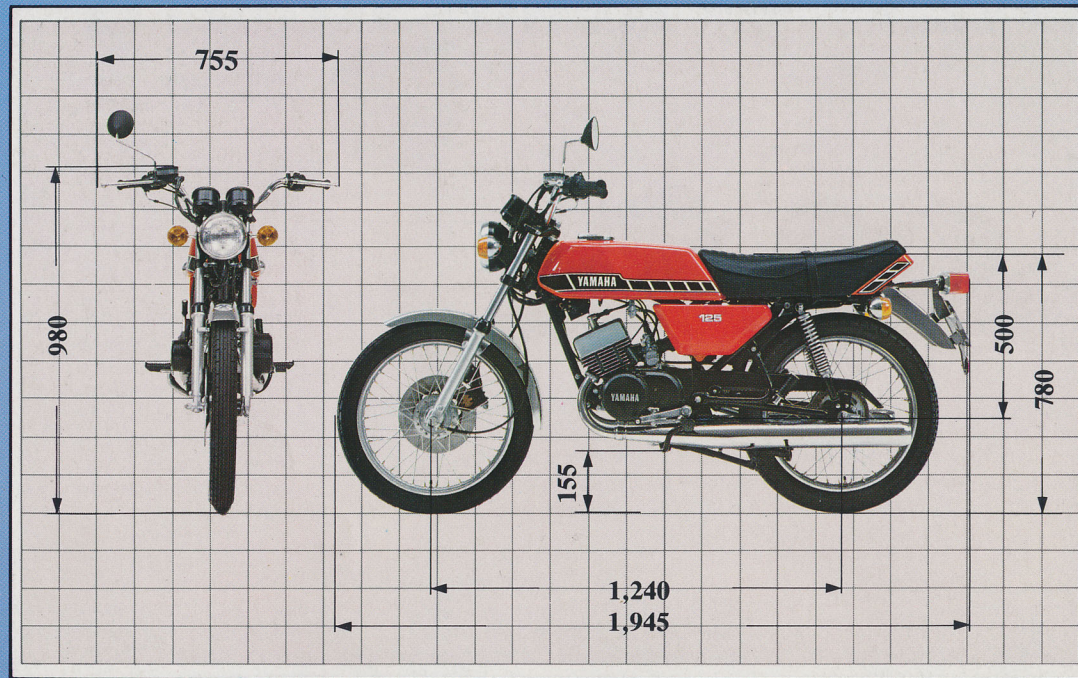
Smooth carburation is ensured by the use of the famous Yamaha Torque Induction system. Flexible, stainless steel, flat reeds are mounted by one end in a special block. Pressure variations in the engine open the reeds on the induction stroke then they spring shut again to prevent “blow-back” into the carburettor.

Top end of the RD engine really has that “full-race” look. Both cylinder heads and barrels have deep, square-cut fins finished in matt-black for extra heat dissipation but with polished edges for that bit of extra eye-appeal. Rubber blocks between the cylinder fins dampen out vibration noise.



Yamaha were first in the field with positive, pressure-fed oiling for their two-stroke machines. As a result the Yamaha “Autolube” system has become deservedly famous for its reliability. Oil from a separate tank is fed under pressure into the engine via a throttle-linked pump. The higher the engine revs, the more oil is delivered — and vice versa. Thus the engine gets exactly the amount of oil it needs — no more and no less.

Engine power of the RD engine is transmitted via strong gears to the five-speed gearbox. A multi-plate clutch can handle any traffic-crawling situations while the gear ratios are chosen to combine easy low-speed running with snappy acceleration and a high-speed, low-revving cruising pace.



RD125

SPECIFICATIONS

ENGINE

Type 2-stroke, Torque Induction,
Twin
Displacement 124 cm³
Bore & Stroke 43 × 43 mm
Compression ratio 6.8 : 1
Max. horsepower 11.7 kW (16 HP)
@ 9,000 rev/min.
Max. torque 12.7 Nm (1.3 kg-m)
@ 8,000 rev/min.
Lubrication Autolube
Starting system Primary kick starter
Primary transmission Gear
Final transmission Chain
Gearbox 5-speed
Carburettor Y18P × 2
Clutch Multi-plate, Wet
Battery 12V, 5.5AH
Ignition type Battery
Charging system A.C. generator

DIMENSIONS

Overall length 1,945 mm
Overall width 755 mm
Overall height 980 mm
Wheelbase 1,240 mm
Min. Ground clearance 155 mm
Seat height 780 mm
Weight (net) 111 kg
Fuel tank capacity 11.5 lit.
Oil tank capacity 1.2 lit.
Tire front 2.75-18-4PR
rear 3.00-18-4PR
Brakes front Disc ø245 mm
rear Drum

**Specifications subject to change without notice.*



YAMAHA MOTOR N.V.

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