

# RD125LC



# RD125LC—TRIUMPH OF TECHNOLOGY

When you have produced one of the most popular and successful 125cc motorcycles in the world it is tempting to sit back and just carry on selling the same model. But that is not the policy that has made Yamaha leaders in motorcycle design and technology. Yamaha believe that no matter how good their machines are, they should always try to make them better: that is how the new RD125LC was born.

Yamaha have incorporated all the virtues of the phenomenally-successful RD250LC and RD350LC into the new RD125LC—exceptional power, strong braking, taut handling and exciting looks. The all-new liquid-cooled 123cc single-cylinder motor incorporates all of the latest developments in two-stroke technology, a technology perfected by Yamaha on the race-tracks of the world. Yamaha adapted liquid-cooling for the new RD to give the engine long reliable life at high RPM. The cooling system employs a slim, lightweight aluminium radiator to keep the weight and the temperature down. As a result, this high-performance power unit delivers outstanding 21.1HP/9,500 rpm max.

power  
and 1.6  
kg-m/9,250  
rpm max.  
torque.

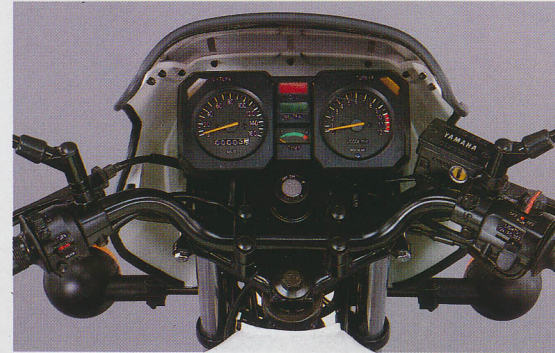
Inside the engine there is a unique single-shaft balancer system, driven via a gear from the crankshaft. The balancer system gives the engine turbine-smooth power delivery. Reducing engine vibration, and therefore frame stress,

has allowed Yamaha's designers to build an exceptionally light chassis.

With their YEIS (Yamaha Energy Induction system), Yamaha's engineers have been able to eliminate one of the problems inherent in two-stroke engines. YEIS is a special air chamber incorporated into the inlet tract which, by smoothing out the flow of fuel vapour, widens the engine's power band. Remarkably, the YEIS achieves this without affecting peak power output or fuel consumption.

Yamaha's designers are as much concerned with good handling and braking as they are with improving power output. That is why the RD125LC has a completely new chassis and suspension system. Long 140 mm-stroke front forks are complemented by competition-developed Monocross rear system using De Carbon type damper which provides 120 mm of wheel travel. The frame though light in weight ensures the crisp, responsive handling that has become the hallmark of all Yamaha motorcycles.

Powerful brakes, perfect riding position, and dynamic styling all confirm the RD125LC as the best yet in Yamaha's illustrious line of lightweight supersports motorcycles.



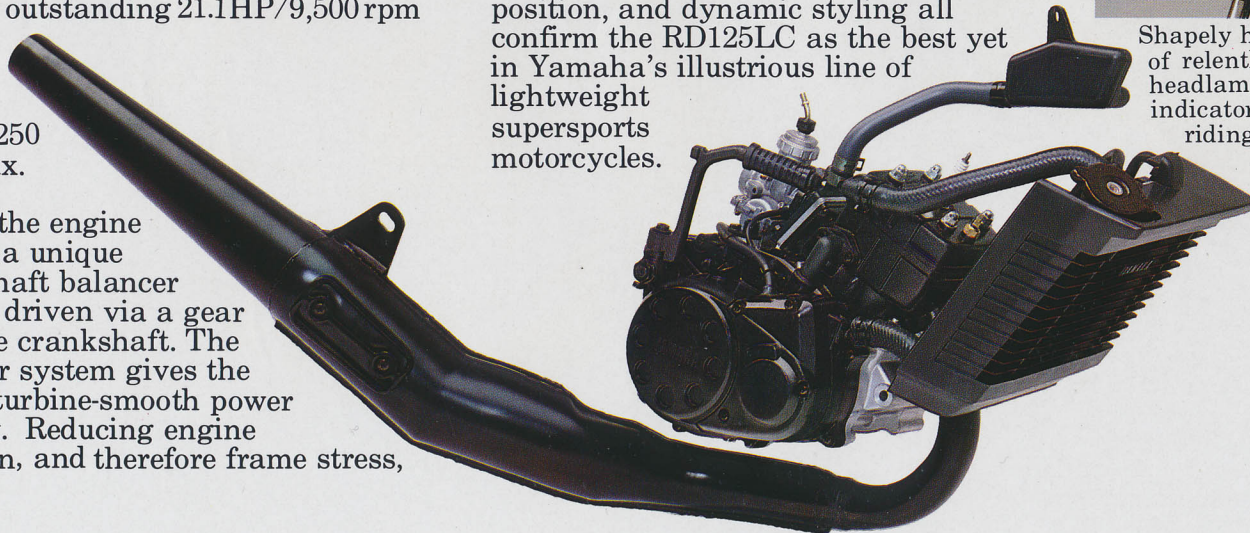
Speedometer, tachometer, temperature gauge, warning lights — the RD125LC is equipped with a full range of accurate, easy-to-read instruments. The ignition switch incorporates a safety steering lock position.

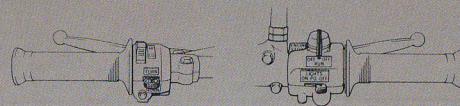


Shapely headlamp cowl is one of the results of relentless wind-tunnel tests. Square headlamp and highly visible turn indicators are employed for safe, fast riding.

Grab bar and bright tail/brake light are blended into the shapely tail section, serving as a very useful luggage rack.

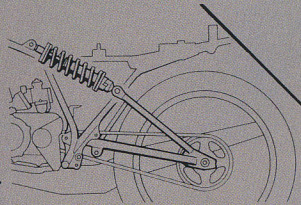
The tuned, high-efficiency exhaust system has a stylish matt-black finish.





For confident riding, the control switches are designed for one-finger operation and are conveniently situated by the left handlebar grip.

Hailed as a breakthrough in two-stroke technology, the simple YEIS reduces sharp power surge by broadening the spread of power through the rev range.



The lights are housed in a sleek cowl which also serves as a storage compartment.

The front suspension is a monocross design, with its single gas-oil shock/ coil spring and triangulated swing arm, provides large wheel travel, high rigidity and superb roadholding.

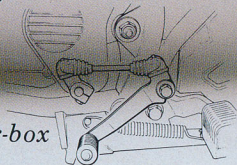
With their use of aluminium for the radiator, Yamaha have kept the weight to a minimum whilst maintaining cooling efficiency even at very high revs.

Hydraulic disc front brake and dustproof and waterproof rear drum brake combine to provide confident, controlled braking in all weather conditions.

The RD125LC is fitted with the same stylish cast-alloy 'italic' wheels as bigger Yamaha models.

The expansion chamber is designed for a fast and long lasting

The closed-ratio six speed gear-box is operated via a slick, remote linkage for fast and sure gear changes.



Fully electronic capacitor discharge ignition with high-speed retard timing ensures a fast healthy spark right through the rev range, making starting easier and improving engine efficiency. Without contact points to adjust the CDI system is virtually maintenance free.

Yamaha-original separate oiling system, the Autolube, eliminates the need for premixing oil and petrol, reduces oil consumption and gives longer engine life. By monitoring engine load and throttle opening, the Autolube feeds exact amount of oil to the engine at all engine speeds.



## RD125LC SPECIFICATIONS ENGINE

Type.....2-stroke, Torque Induction,  
liquid-cooled, single

Displacement..... 123 cc

Bore and stroke..... 56.0 x 50.0 mm

Compression ratio ..... 6.4 : 1

Max. power (DIN).. 21.1 PS (15.5 kW)

@9,500 rpm

Max. torque (DIN).. 1.6 kg-m (16.0 Nm)

@9,250 rpm

Lubrication ..... Autolube

Carburetion ..... VM24

Ignition ..... CDI

Starter system ..... Kick

Fuel tank capacity ..... 13.0 l

Oil capacity ..... 1.1 l

Transmission ..... 6-speed

Final transmission ..... Chain drive

## CHASSIS

Overall length ..... 1,990 mm

Overall width ..... 735 mm

Overall height ..... 1,190 mm

Seat height ..... 775 mm

Wheelbase ..... 1,295 mm

Ground clearance ..... 185 mm

Dry weight..... 98 kg

## Suspension

Front ..... Telescopic forks

Rear ..... Monocross suspension

## Brakes

Front ..... Disc

Rear ..... Drum

## Tyres

Front ..... 2.75-18-4PR

Rear ..... 3.00-18-6PR

*Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.*

