

YAMAHA **RS100**



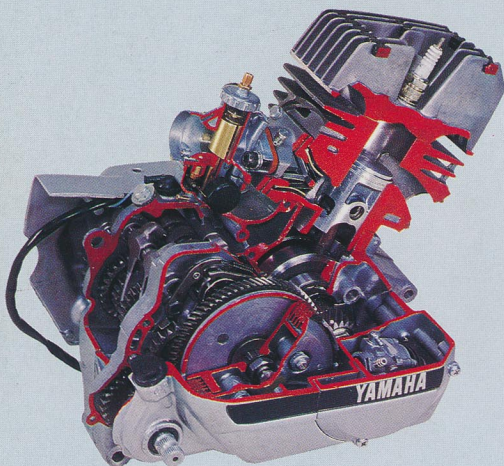
Easy on the pocket and easy to ride—The Yamaha RS100.

For those motorcycle enthusiasts who want the pleasure of two-wheeled transport but who do not want to cope with either the weight, power or expense of a large-capacity machine, Yamaha has a perfect answer...the RS100.

Its single-cylinder, two-stroke engine uses the same type of reed-valve induction that works so successfully on Yamaha's world Championship road race and motocross machines and the little bike's sporting lines are a clue to the Yamaha racing heritage.

The RS100 is a true motorcycle in every sense of the word, despite its small-capacity, economical power unit. It will buzz to 8500 rev/min and a road speed of over 110 km/h, while the combination of a low centre of gravity and a five speed gearbox make it a delight to ride in heavy traffic.

Even though it only has 100cc at its disposal, the RS100 is all motorcycle!

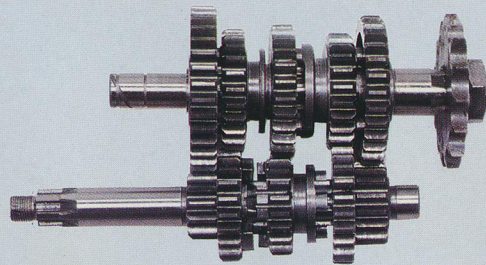


Engine

The Torque Induction, two-stroke power unit is an ideal compromise in terms of horsepower and economy. The 97cc (52 x 45.6mm bore and stroke) motor features an alloy cylinder and develops 11.0 HP (8.1kw) at its 8500 rev/min maximum. Yamaha's famous Autolube system takes care of lubrication. Oil is injected into the engine from a separate tank via a Yamaha patented metering unit which is controlled by throttle opening and engine speed. As the throttle is opened and engine revs rise, so the Autolube pump feeds more oil to the motor. No fear of overstraining your engine

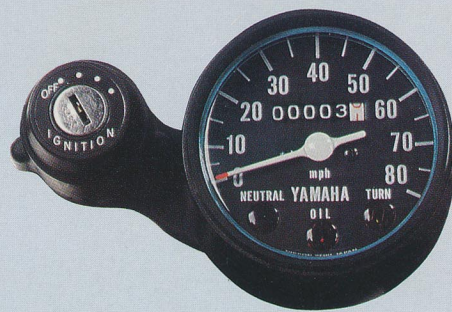
at high speeds and, conversely, no worry about messy over-oiling at low engine revs.

Another premium aid to overall engine efficiency is the reed valve...yet another item with which Yamaha was one of the first in the field. Pressure variations in the engine as the piston rides up and down in the bore act upon the stainless steel reeds that are located between cylinder and carburetor. As the piston descends and fuel is needed, the reed valves spring open. Then, as the piston rises to compress the fuel, the valves spring shut. In essence, the engine never receives more fuel than it can ignite, blowbacks through the carburetor are eliminated and there are visible gains in overall performance, economy, tractability and cleanliness.



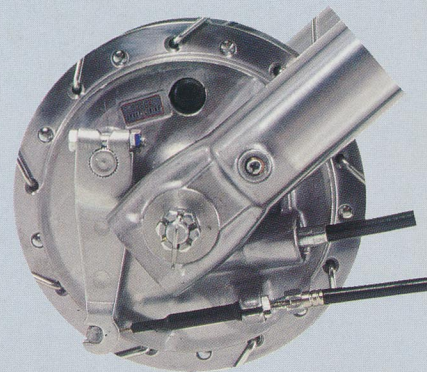
Transmission

Five gears, with ratios chosen especially to suit the RS100 engine, combine with a multi-plate clutch to make smooth riding simple for even the novice motorcyclist.



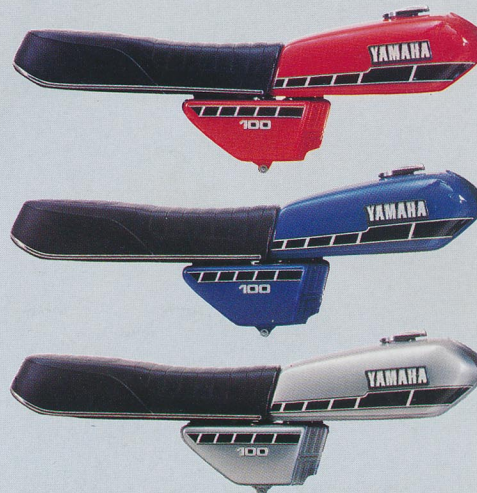
Instrument

Just like its bigger brothers in the Yamaha range, the RS100 features a large, easy to read speedometer unit, positioned in such a way that it falls within the rider's field of vision as he keeps his eyes on the road ahead.



Brakes

Waterproof internal expanding drum brakes at front and rear mean safe stops under all weather conditions.



SPECIFICATIONS

ENGINE

Type	2-stroke, Torque Induction, Single
Displacement	97 cc
Bore & Stroke	52.0 x 45.6 mm
Compression ratio	7.0:1
Max. horsepower	11.0 HP (8.1 kW) @ 8,500 rev/min
Max. torque	1.03 kg-m (10.1 Nm) @ 7,500 rev/min

Lubrication	Autolube
Starting system	Primary kick starter
Primary transmission	Gear
Final transmission	Chain
Gearbox	5-speed
Carburettor	VM20SH
Clutch	Multi-plate, wet
Battery	6V, 4AH
Charging system	Flywheel magneto
Ignition type	Magneto, CB/Coil

DIMENSIONS

Overall length	1,945 mm
Overall width	730 mm
Overall height	1,045 mm
Wheelbase	1,240 mm
Seat height	775 mm
Weight (net)	91 kg
Fuel tank capacity	10.0 lit.
Oil tank capacity	1.3 lit.
Tires front	2.75-18-4PR
rear	3.00-18-4PR
Brakes front	Drum
rear	Drum

* Specifications subject to change without notice.



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