

# YAMAHA RS100



# Yamaha's RS100: Dashing Budgeteer

Long before the fuel crisis, Yamaha were developing strong, economical, and inexpensive motorcycles. But Yamaha were never content with mere utility. The RS100 represents Yamaha's concept of a complete motorcycle—a motorcycle engineered for a specific purpose, but with the flair and style that characterise the entire Yamaha range. The RS100 is a simple motorcycle. It has a single-cylinder two-stroke engine designed to give tireless service under any conditions. The RS100 is also a sophisticated motorcycle. Torque Induction and Yamaha Autolube are among the refinements that guarantee economical performance and exceptional dependability. A five-speed gearbox, a race-bred frame, and fully hydraulic suspension bring zest and character to a machine made for the discerning commuter as well as the young enthusiast. The fuel crisis may have come as a disturbing surprise to the traveller; but Yamaha were ready with the answer. To Yamaha, economy is second nature.

## Brakes

To ensure fast, positive braking under all conditions, the RS100 is fitted with waterproof, dustproof drum brakes both front and rear.



## Transmission

Five thoughtfully spaced gears and a strong multiplate clutch, designed to withstand the rigours of work in traffic, enable the rider to enjoy the full potential of the RS engine.

## Engine

The RS100 power unit is a 97 cm<sup>3</sup> (52 × 45.6 mm bore and stroke) single-cylinder engine producing 11.0 hp (8.1kW) at 8500 rpm. Crisp, spritely, but even performance is provided by the use of Yamaha's unique Torque Induction system, which utilises a steel reed

valve to ensure a constant fuel flow at all engine speeds. Falling pressure in the crankcase opens the valve to admit precisely the correct amount of fuel for the work the engine is doing. Thus, the RS100 is smooth in traffic and impressively swift on the open road. Lubrication is controlled by Yamaha's

Autolube system. A pump linked directly to the throttle delivers oil from a separate tank to the moving parts in amounts carefully metered according to engine speed. The engine therefore receives only the oil it requires and messy and uneven running are completely eliminated.



## Instrumentation

The RS is equipped with a large speedometer for clear and instantaneous reading and a range of warning and indication lights.



## SPECIFICATIONS

### ENGINE

Type . . . . . 2-stroke, Torque Induction Single  
 Displacement . . . . . 97 cm<sup>3</sup>  
 Bore & Stroke . . . . . 52 × 45.6 mm  
 Compression ratio . . . . . 7 : 1  
 Max. horsepower . . . . . 8.1 kW (11.0 HP)  
 @ 8,500 rev/min  
 Max. torque . . . . . 10.3 Nm (1.03 kg-m)  
 @ 7,000 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.*



**YAMAHA MOTOR N.V.**

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