

XT125



THE YAMAHA XT125— FREEDOM PLUS!

One of the distinct pleasures of owning a motorcycle is the feeling of freedom that no other form of transport can offer. When that feeling is enhanced by the ability to turn off the roads and take to the trails, then you're very definitely in a world that only motorcycling can take you to.

That's why we say that the Yamaha XT125 can bring you 'freedom plus' . . .

Freedom from traffic jams and crowded public transport, freedom from other people's timetables, freedom even from the lesser restrictions of the open road. The 'go anywhere' XT125 can take you over the hills and far away, covering open country that even hikers cannot reach. And whether it's on or off the road, the Yamaha XT125 is designed to go about its business in an unobtrusive, socially-responsible manner.

Not that its impeccable manners mean that the XT125 is any meek and mild lightweight. It's based directly on the famous race-winning XT500 and derives its superb-handling chassis from Yamaha's works motocrossers. The result is a little thoroughbred that shows its class in the way it performs and handles.

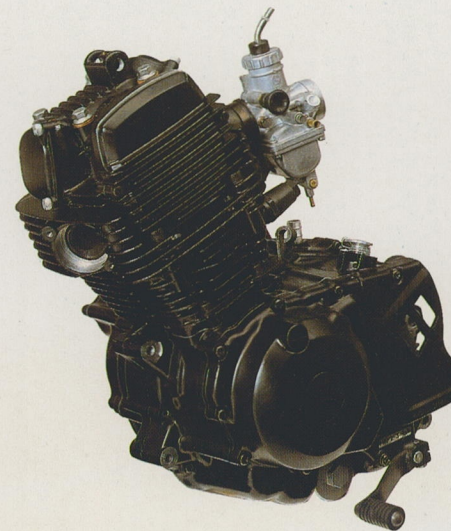
The XT125 will be of real interest to novice riders, especially in countries where newcomers are restricted by law to 125cc machines.

It's the lightest machine in its class with easy-to-handle 125cc power that runs crisply and dashes briskly.

Leave the traffic behind in town, leave even the highways behind when you're out in the country. Take off, take to the trails and enjoy the freedom that the Yamaha XT125 gives. Freedom from boredom. Freedom *plus!*

The Monocross suspension is derived directly from Yamaha's World Championship-winning motocrossers. It provides impeccable handling on or off the road, thanks to the 180-mm wheel travel by the single De Carbon type damper. The triangulated swing arm using box-section tubing is built strong, eliminating rear wheel flex.

The leading-axle front forks give a smooth action along with 205 mm of cushion stroke.

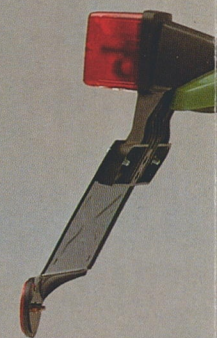


Quiet running and smooth torque delivery are the two primary features of the XT125's 12 PS four-stroke single engine. Its smoothly-developed 1 kg-m/8,000 rpm max. torque gives sharp yet predictable throttle response on or off the road.

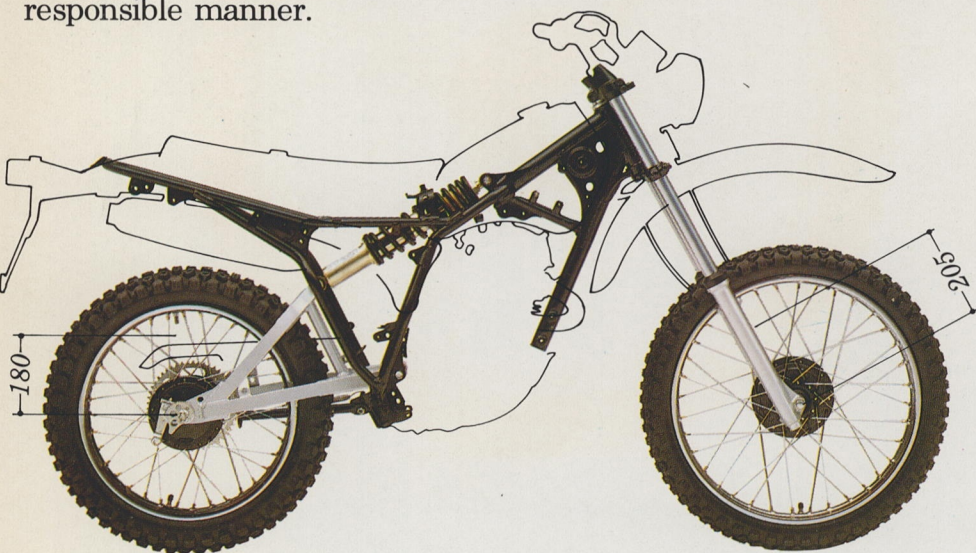
A gear-driven, single-shaft balancer is employed to phase out the inherent vibrations of the single-cylinder unit, allowing high-speed cruising without any fatigue. The reduced vibration lessens the stress to other chassis components, meaning that the whole machine can be built lighter.

What's more, the maintenance-free CDI system and a primary-kick starter give effortless starting at all times.

Completely new, sub-frame of the suspension is slim, lightweight, still for superb handling.

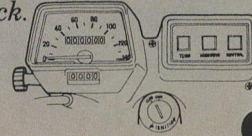


Competition-style front wheel give precise steering even on bumpy roads while the 4.10x18 provides maximum grip.

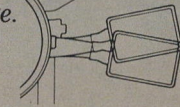


The deeply padded dual seat is long and flat. This combines with the short, competition-style tank to allow the rider to shift his weight back and forward for the best off-road handling. Tank capacity is a generous 7.3 litres.

Instrument panel is angled back towards the rider for easy reading. Main ignition switch now includes convenient steering lock.

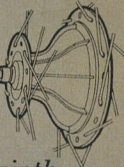


Extra-bright 35/35W headlamp makes night riding safer. Highly visible turn signals are flexibly-mounted to minimize accidental damage.



The large, high-mounted front mudguard is long and wide to protect the rider from mud splashes. It is lowered at its lower end to allow better engine cooling and to quickly disperse mud and water.

Lightweight, conical wheel hubs are used to reduce unsprung weight and aid handling. Housed within them are weatherproof 'labyrinth seal' drum brakes for dependable stopping in any conditions on a terrain.



triangulated Monocross frame and highly rigid swingarm.

2.75x21 rear tyre for precise grip on loose surfaces and 18 rear tyre for maximum traction.

A chainguard protects both the rider and the chain itself. It keeps twigs and small rocks out of the sprocket when riding off-road. Snail-cam adjusters make chain tension and wheel alignment settings quick and simple.

An engine guard is fitted as standard to provide secure protection against rock damage.

Electronic capacitor discharge ignition has no contact-breaker points to adjust, so it is virtually maintenance free.



