

When you're up to your skidplate in mud, the last thing you need is a gearbox designed to win Daytona.

We've got a gearbox that has beaten Daytona, six years in a row, but we'd no more send you into the boonies with that gearbox than we'd send you into Baja with a Ferrari. All the things that make our close ratio five-speed a jewel on a racing bike make it a roving disaster on a dirt bike.

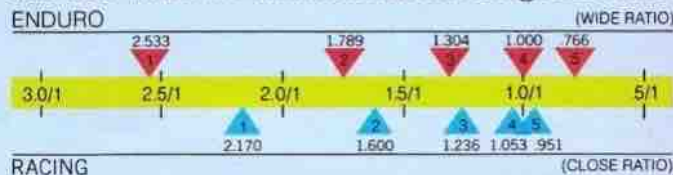
So for our Enduros® we've put together a super boondock beater—a wide ratio five-speed that puts the power where you need it. The difference is this:

Racing machines do most of their traveling at relatively high speeds, so they're geared for top speed. In the dirt, the going is much slower and tougher. You need a gearbox which gives low end performance. Ours does.

You could solve it by putting a larger rear sprocket on the bike. But that would effectively lower *all* the ratios and leave you with a pretty slow top gear.

That's why we spread our ratios out. Our Enduro low gear is a stump puller that'll take you right up a wall if you can get the traction. Top gear, on the other hand, is right where it ought to be for

covering a lot of flat ground in a hurry. Second, third and fourth sort of split the difference. You can see what we mean from the diagram here.



This way, when you're up to your skidplate in mud and hoping for a lot of torque, you've got it. And when there's nothing but open field in front of you, you can fly like the wind. It's a crucial difference, but one that a lot of other dirt bikes seem to have missed. You'll find this type gearbox on all the Yamaha Enduros, including the 125 AT1-C shown here. The AT1-C has a lot of other differences, too. Like high performance Enduro forks that can take a 10-foot plunge without putting an abrupt end to the day's riding. Five-port power to make the most out of every cc in the engine. Dustfree, waterproof brakes, separate instruments and a lot of other niceties that all add up to one thing: a better machine.



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It's a better machine