



YAMAHA 125 TRAIL AT 2^J_E




www.legende-yamaha-explores.com

TORQUE INDUCTION



www.legends-yamaha-caduros.com


YAMAHA 125
TRAIL

AT2E

SPECIFICATIONS

PERFORMANCE

Max. speed range 105-110 km/h (65-68 mph)
 Climbing ability 30 degrees
 Mini turning radius 1,800 mm (74.8 in.)
 Mini backing distance 12 m (39.4 km/h) (49 ft. @ 31 mph)

ENGINE

Type 2 stroke, 7 port 5 Piston (reel valve, single)
 Displacement 120 cc (7.31 cu. in.)
 Bore & Stroke 55 - 50 mm (2.205 - 1.969 in.)
 Compression ratio 7.1:1
 Max. horsepower 13 hp @ 7,000 rpm
 Max. torque 1.38 kg-m (10.0 ft.-lb) @ 6,000 rpm
 Lubrication system Automatic
 Starting system AT2J: Primary kick starter
 AT2E: Electric & Primary kick starter

Transmission

DIMENSIONS

Overall length 1,960 mm (77.2 in.)
 Overall width 810 mm (31.9 in.)
 Overall height 1,080 mm (42.5 in.)
 Wheelbase 1,285 mm (50.6 in.)
 Min. ground clearance 225 mm (8.9 in.)

WEIGHT (Net)

AT2J 24kg (52.9 lbs.)
 AT2E 100kg (221 lbs.)

FUEL TANK CAPACITY

7.9L (1.8 US gal.)

OIL TANK CAPACITY

1.2L (1.3 US qt.)

TIRES

front 3.00-18-4PR
 rear 3.25-18-4PR

5-speed gearbox

1,960 mm (77.2 in.)
 810 mm (31.9 in.)
 1,080 mm (42.5 in.)
 1,285 mm (50.6 in.)
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It's a better machine



Years of engineering experience back this sporty 125 cc machine to give you the maximum enjoyment from a trail bike. New features added to the Yamaha AT2 are "Torque Induction" reed-type fuel intake ports for more efficient operation, an adjustable 5-step rear suspension which allows you to select the exact rear wheel shock absorption for the road that you are traveling, newly designed gas and oil tanks, rear lamp mounting bracket designed to take more punishment, a chain guard and muffler

protector for safe traveling on the open highway or trail. In some of the most grueling races in the world, Yamaha bikes have consistently moved into the winner's circle, which is sufficient indication that Yamaha is the choice of experienced champions. Pleasure and reliable cycling are what cyclists are seeking, and Yamaha has produced the AT2 for just these people. The final test is yours.



A Yamaha's latest innovation which further improves even further the operation characteristics of the engines. Torque Induction reed-type dual intake ports are mounted between the carburetor and cylinder for positive fuel intake operation. The dual intake ports added to the highly efficient exhaust system increase the number of ports to seven for much quicker response at all speeds.

www.legends-yamaha-enduros.com

B The power plant for this trail bike is a new husky 7-port design, for greater fuel economy and efficiency, equipped with Autolube automatic oil lubrication system that ends the messy need for manual mixing of the gas and oil. Its engine is lightweight yet designed for efficient cooling and durability.

C This newly designed mechanism utilizes the viscous resistance of oil to dampen the road shocks and vibration which tend to torque the front wheel steering column. The oil damper increases road stability and maneuverability with its fluid smooth operation.

D The overall tension may be adjusted by the rider to any one of five positions according to the roughness of the road.

E Clustered neatly where they can be read at a glance are the precision tachometer and speedometer to indicate the overall engine and cycle performance for the most efficient operation. Also up front for effectiveness is the larger, brighter head lamp and turn flashers which can be seen both day and night for safe driving.

F The extra-large front brake has positive, dependable stopping action. Designed to be water- and dust-proof for safe stops regardless of the road or trail you happen to be traveling. The knobby tires assure positive traction anywhere.

G The 5-gear, constant-mesh transmission is completely synchronized to assure smooth, positive operation under all operating conditions. No groping or clashing...with power in reserve while riding over the roughest trails, yet range enough to travel the open road at highway speeds without engine strain.



YAMAHA

SINCE 1887

YAMAHA MOTOR CO., LTD.
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