

Y780



www.legends-yamaha-enduros.com

WE TURNED UP THE WATER COOLER.

We've got the YZ80 rarin' to show you better times than ever. With a new suspension. Less weight. And more liquid-cooled engine.

Starting at the bottom, we gave it longer legs. By adding 15mm more travel to both the rising-rate Monocross rear suspension and the leading-axle front forks. It totals a bump-leveling 260mm in back and a highly absorbing 255mm in front.

We also made the YZ80 even leaner. With weight-saving aluminum in strategic places like the steering bracket, shock reservoir, sprocket and front hub. Altogether we pared about 5% off its dry weight, now a mere 132lbs.

Its wheels are lighter too. And stronger. Its new Yamaha Z-type spokes are strung from nipple to nipple in one piece. That not only adds rigidity, it means less to come loose.

Now, what would be the perfect complement to the YZ80's new stride and trimmer form?

More power. So we gave it a bigger powerplant. (Explained in glowing detail on the opposite page.)

Not to forget that riding is more fun than tinkering, we added little niceties like an air filter that comes off while the bike's seat stays on. And a larger chain support to keep the chain from going astray.

All that in addition to a horde of design refinements, making the 80 easier than ever to live with and harder than ever to break.

Which didn't leave much else to change except its appearance. So we did, with a nifty new tank graphic and a new radiator cover. The cover not only protects the radiator better, but looks terrific in those pictures of you at the finish line.

And making you look good is what the YZ80 is all about.

Strong, rigid swing arm rides on bearings instead of bushings. More nimble. More durable.

A bigger air cleaner lets the engine breathe easier. And it's easy to get on and off to make maintenance simple.

Rising-rate Monocross rear suspension has 15mm longer travel, totaling 260mm. New aluminum shock reservoir helps cut weight while it helps you fine-tune your ride.

Race-proven close-ratio, 6-speed transmission takes advantage of its new engine's extra power.

Re-styled radiator cover wards off unwanted flying objects.

Efficient liquid-cooling system allows higher peak-horsepower tuning and maintains more of that power after warmup.

The Yamaha Energy Induction System (YEIS) produces a dramatic increase of power and a decrease of fuel consumption.

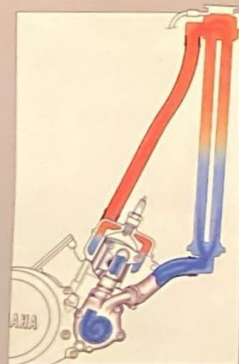
Yamaha's new Z-type spokes, strung from one nipple to the other in a single piece, mean stronger, more rigid wheels and less chance of loosening.

Super-durable, outer-rotor Capacitor Discharge Ignition (CDI) adds more spark to low and mid-range performance.

A new cylinder, cylinder head, piston, rod and crankshaft add up to 83cc of new engine. It's the largest we've ever offered in this class.

Muscular front-end features a weight-saving aluminum steering bracket and 15mm more up-and-down. Total wheel travel is now 255 terrain-smoothing millimeters.

A newly designed port improves exhaust efficiency. End result: more power.



To get more power out of an engine—even a hot-performing, cool-running pumper—nothing does it like more engine. So we upped its displacement to 83cc.

On top of that, we put on a new cylinder. Shorter, for higher compression. It's now a potent 9.6 to 1. Then we added a wider exhaust port and a larger air filter to let the engine breathe easier. And faster.

For spark, a super-durable outer-rotor Capacitor Discharge Ignition actually improves low and midrange performance.

One thing we didn't change was the highly efficient liquid cooling system. It keeps the temperature down, which keeps the power up even in the most grueling motos in the hottest weather.

Something that good you don't mess with.





ENGINE	YZ80
Type	2-Stroke, Liquid Cooled, Single
Displacement	82.4 cc
Bore and Stroke	48 × 45.6 mm
Compression Ratio	9.6 : 1
Maximum Torque	9.9 ft.-lbs. (1.37 kg-m) @11,000 rpm
Carburetion	Mikuni VM26
Ignition	Capacitor Discharge
Starting	Kick
Lubrication	Pre-Mix
Transmission	6-Speed
CHASSIS	
Overall Length	70.7" (1,795 mm)
Overall Width	30.1" (765 mm)
Overall Height	41.7" (1,060 mm)
Wheelbase	48.6" (1,235 mm)
Ground Clearance	11.4" (290 mm)
Seat Height	31.5" (800 mm)
Dry Weight	132 lbs. (60 kg)
Fuel Tank Capacity	1.3 gal. (5 ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monoshock
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	80/80-17
Rear	110/80-14
Coloring	Competition Yellow

Always wear a helmet and eye protection.
Specifications are subject to change without notice.

YAMAHA
Built for the fun of it.™