

Yamaha's new 125 and 175 Monocross Enduros.

An advance in engineering. A setback for our competition.



Originally, the famous Yamaha Monocross rear suspension was designed for defeating and embarrassing our competition's motocross bikes. Now, with the radically new Yamaha DT125 and DT175 Mono-

cross Enduros, we're going to do the same for their street/trail machines.

Monocross, in brief.

With a conventional two-shock absorber suspension, you get two separate responses to every shock. One shock absorber can compress more than the other putting your rear wheel out of line with everything else. But with the Monocross Enduros, you have one shock absorber locked in a rigid triangulated swingarm.

You get one response to every shock, not two. There's no wobble. Even in rough terrain, tracking and handling remain sure and precise.

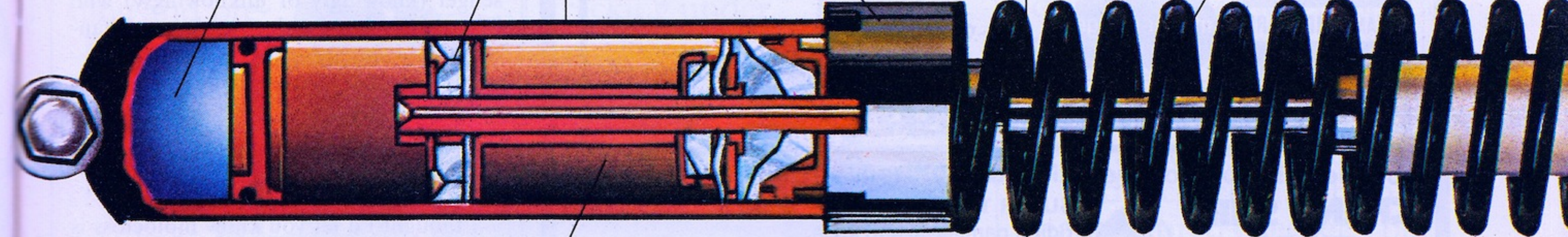
And don't worry about bottoming. You have a full 5.7 inches of rear wheel travel.

Nitrogen gas at approx. 213 pounds per square inch.

Piston.

Pre-load adjustment nut.

Extra firm spring allows high speeds over rough terrain.



Shock oil.

Plus inside your de Carbon Mono-shock, pressurized nitrogen gas acts like a progressive spring. As the travel is used up, its resistance becomes stronger. You have damping under conditions where conventional units simply go toes up.

Getting exactly the preload you need is no problem either. Using the special wrench that comes with each bike, you merely rotate a threaded nut on the Monoshock.

Not MX-type forks, MX forks.

Of course, if your front suspension can't take a bump, your rear suspension may never get a chance to. So both machines utilize long-travel motocross forks.

With 7.1 inches of travel, a group of ruts, bumps and potholes simply becomes a challenge, instead of an obstacle.

The forks are also nearly flex-free. Which means a rock is less likely

to turn your bike left when you're trying to turn it right.

And the rake and trail offer steering that's nimble enough for maneuvering through the woods, yet stable enough for highway cruising.

Between the wheels?

There's even more annoying news for our

competition. Both new Yamahas have rocket engines. 24mm Mikuni slide valve carburetors make them very responsive. Torque Induction reed valves insure tremendous low-end torque. New radially-finned heads disperse heat to help prevent power loss.

Both have close-ratio six-speed transmissions actuated by shift linkages from our new YZ racers. Even the chain tensioners are pirated from a YZ. But unlike a full-blown racer, the street-legal DT125 and DT175 Monocross Enduros can also take you downtown for a pound of butter.

Yes, our competition may see all this as a totally unfair advantage. We see it as simply setting a new standard for the industry.



MX forks with 7.1 inches of travel.

When you know how they're built, you'll buy a Yamaha.