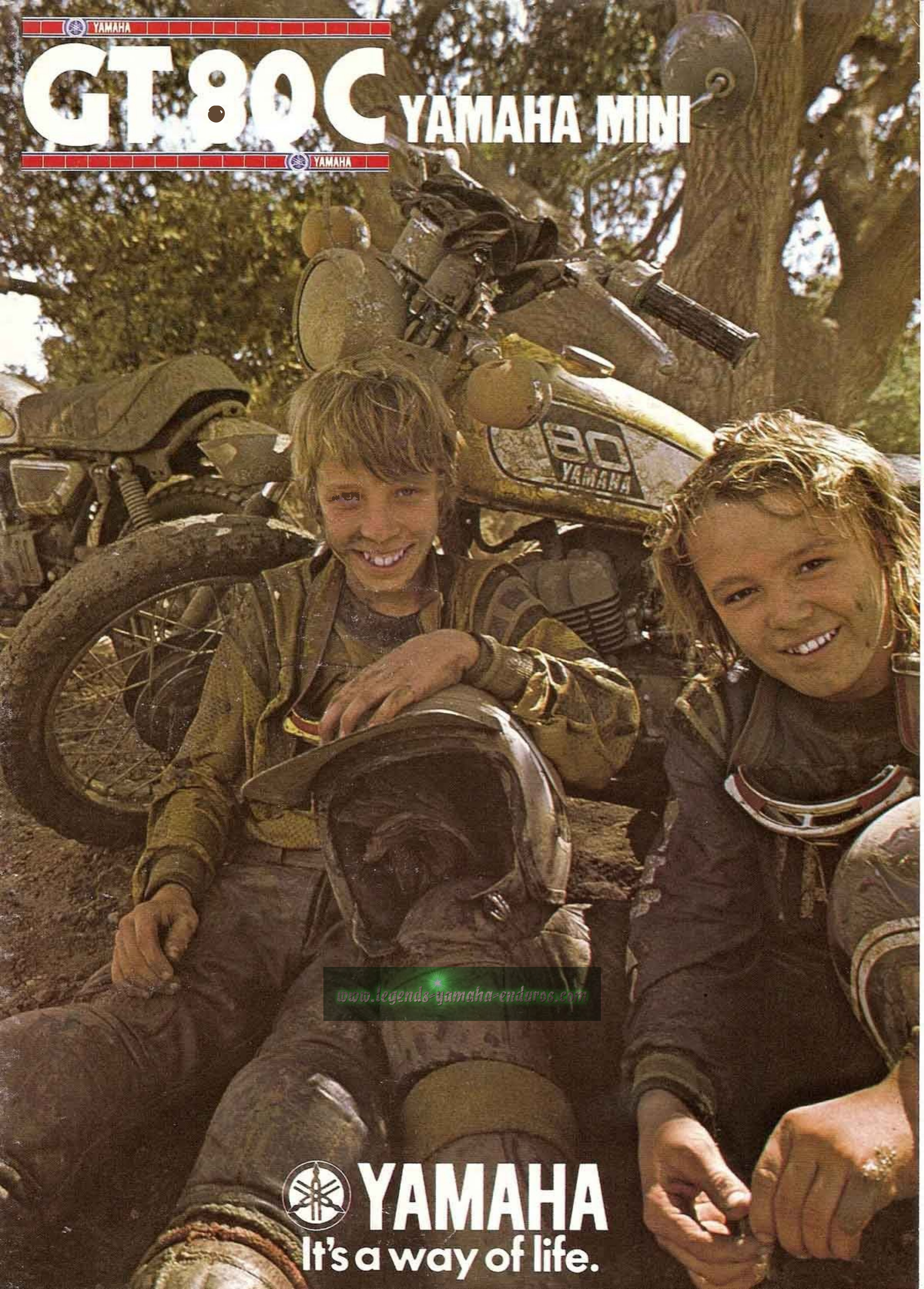


YAMAHA

GT 800C

YAMAHA MINI

YAMAHA



www.legends-yamaha-enduros.com



YAMAHA

It's a way of life.

“ *The very best in quality performance* ”

When you cross the technology gained from some of the world's most formidable motocross tracks with solid YAMAHA road-bike engineering, the result is, in the words of an ever-growing number of enthusiasts, "the very best of two worlds."

On the road or off, the GT80C Mini Trail literally abounds with features all designed to take you where the fun is ...

A tough 72-cc. Torque Induction Engine, highly maneuverable slim profile, brakes that are not affected by dust or water,

a full 19.5-cm. ground clearance and a wet multi-disc clutch coupled with a smooth operating 4-speed transmission to name a few.

Embark on a journey filled with newer and more exciting vistas for the young at heart ...

Ride the result of championship technology ...

Go with the YAMAHA GT80C.



nce”



GT80C

PERFORMANCE

Max. speed range 75 km/h (47 mph) plus
 Climbing ability 20 degrees
 Min. turning radius 1,500 mm (59.1 in.)
 Min. braking distance 7.5 m @35 km/h
 (24.6 ft. @22 mph)

ENGINE

Type 2-stroke, Torque Induction,[®] Single
 Displacement 72 cc (4.39 cu.in.)
 Bore & Stroke 47 x 42 mm (1.850x1.654in.)
 Compression ratio 6.8 : 1
 Max. torque 0.55 kg-m (4.0 ft.-lb.) @6,000rpm
 Lubrication system Autolube
 Starting system Primary kick starter
 Transmission 4-speed gearbox

DIMENSIONS

Overall length 1,610 mm (63.4 in.)
 Overall width 690 mm (27.2 in.)
 Overall height 930 mm (36.6 in.)
 Wheelbase 1,045 mm (41.1 in.)
 Min. ground clearance 195 mm (7.7 in.)

WEIGHT (NET) 64 kgs. (144 lbs.)

FUEL TANK CAPACITY ...4.8 lit. (1.3 U.S. gal.)

OIL TANK CAPACITY 0.7 lit. (0.7 U.S. qts.)

TIRES front 2.50-15-4PR

rear 2.75-14-4PR

COLORING Competition Yellow

Chappy Green

Chappy Red

**Specifications subject to change without prior notice.*

Features

Torque Induction[®] engine

For off-the-road use machines, response on the low end of the engine speeds is important in determining whether you get through or stall out. To greatly improve the lowend performance of the GT 80C, YAMAHA developed Torque Induction[®] which, with a unique porting arrangement, positively assures that for each power stroke, fresh fuel has completely filled the combustion chamber and no burned gases remain. The result is virtually instant response with more uniformly efficient operation.

Autolube

Pre-mixing oil and gasoline is O.K. if the bike operation is limited to a rather narrow range of engine speeds.

However, for riding around town, in the hills or through woods, throttle control over the entire range of engine speeds is very important. With this consideration in mind, YAMAHA developed Autolube which automatically monitors the throttle opening and engine speed to regulate the oil flow, from a separate tank, to be mixed with the gas.

Optimum performance under all conditions.



Transmission

The short-stroke shift, 4-speed transmission has been designed for on-the-road, off-the-road use. The gear ratios are suitable for a minimum amount of shifts while maintaining more than ample power for acceleration without straining the engine. Also, because they are high-speed bearing surfaces, the gears have been specially heat-treated to assure a long life with minimum wear. And as an extra feature, the bike can be started in any gear without groping around for neutral.



Frame

Utilizing the double-cradle frame design, which has won a world-wide reputation for its ability to withstand all road shocks plus twisting and turning stresses that are encountered from rugged trails, machine operation is very easy, displaying maximum maneuverability because the engine has been expertly positioned at an ideal low-center-of-gravity location.



Front forks

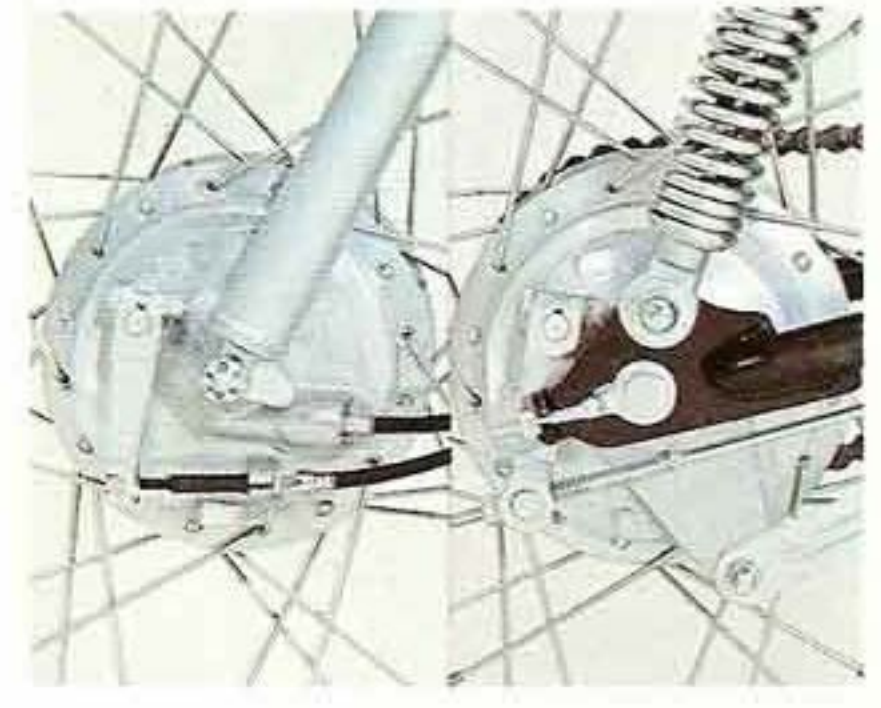
In order to assure machine stability without sacrificing comfort or maneuverability, YAMAHA engineers have developed front forks that are, in the opinion of those who know quality motorcycles, the best in terms of all-round performance. The basic design of these front forks utilizes a longer-stroke mechanism so that larger shocks can be adequately cushioned without bottoming out the forks. These forks are, in this respect, very suitable for beginners and those who have limited experience.

Headlight and taillight

Completely street legal with extra-large sealed-beam headlight with high-low beam ability. This large headlight yields



a wider field of vision so that nighttime riding can be equally enjoyable as daytime. The big taillight has two brightness levels; one which can be clearly seen when the lights are on, and the other level glows even brighter when the brakes are applied.



Brakes

Off-the-road use of brakes, many times, places a greater strain on their ability than locking up at high speeds. This is because when actively operating the brakes, heat up, and occasionally, fading occurs. To eliminate this problem, the brake shoes are large for more stopping power plus better heat dissipation. Also, the brake drum has a labyrinth seal to keep out water and dust.



Tires

Because the GT80C has been built to essentially operate on the road and off, the tires used on this mini-Enduro were carefully considered to determine what would be best. As a result, a wide, knobby tire is used on the rear for traction and pulling power while a more narrow, knobby design is used on the front for maneuverability and control. Both tires, front and rear, have a 4-ply rating and are excellent in their ability to withstand rough use.



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