

THE MISSING LINK.

Yamaha discovered it two years ago. Since that time, innumerable sightings have been reported on trails and highways throughout the western hemisphere.

Its official designation is the Yamaha DT100, an intermediate-size dual-purpose motorcycle that fills the gap between mini and full-size.

The DT100's nimble, easy-to-handle size is just right for both adults and kids. Especially youngsters who have reached that awkward

age — you know, too big for a mini and not quite big enough for a big bike.

And despite its dimensions, the DT100 is every bit as tough and dependable as the rest of the DT line. It sizes up this way:

The strong, hardworking, 99cc two-stroke engine has Yamaha's unique reed valve Torque Induction for plenty of pull in the low end and throughout the powerband. A versatile 5-speed transmission makes exceptionally efficient use of that power.

For steady, precise handling both on the

road and in the rough, the long travel front forks have full-size oil damped shock absorbers complete with motocross tuning — a

comfortable complement to the adjustable, long-travel rear shocks.

There's a light, low-center-of-gravity, motocross-type frame; a center mount exhaust system for greater



ground clearance; and Autolube, which automatically (and economically) adjusts the fuel/oil mixture to engine load and speed.

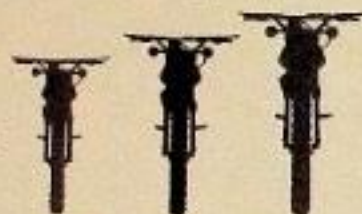
Put all that together and the mid-size DT100 is as complete a dual-purpose bike as you'll find anywhere.

There's not a thing missing.

YAMAHA

When you know how they're built.

CIRCLE NO. 25 ON READER SERVICE PAGE.



GT80 DT100 DT125

Flexible-mount turn signals.

Rear shocks are adjustable to load and terrain.

Rugged 99cc, two-stroke engine with reed valve Torque Induction for more usable power. Primary kick starter lets you start in any gear.



28.7" 7.9"

Complete street-legal lighting and instrumentation.

Strong, flexible polypropylene fenders.

Full-size, oil-damped front forks for positive, responsive handling.