

START AT THE TOP.

Yamaha minibikes give young riders their first taste of what it is to ride the best.

Because our minibikes have many of the same features our maxibikes have. From Reed Valve Torque Induction to rugged, responsive suspension systems. From durable, double-loop frames right down to subtle details like recessed bolts.

The reason for building our minis this way is simple. We figure once a rider starts at the top, he'll want to stay there.

YZ80.

The YZ80 is every bit the racer our bigger YZ's are. Only smaller. It not only has long-travel, leading-axle front forks, it has the same exclusive long-stroke Monoshock rear suspension.

sion for consistent control and traction. The same frame geometry. And the same ability to win everything it's entered in.

A spirited 79cc, single cylinder engine with Reed Valve Torque Induction and inner-rotor CDI ignition generates plenty of power and torque. And the new, more versatile 6-speed transmission has a short-throw lever for swift, sure shifts.

Consider the YZ80 step one in the development of a winner.

GTMX.

The GTMX can stand up to whatever punishment a kid puts it through. It has a strong motocross-type suspension with long-travel front forks and heavy-duty rear shocks. A tough, low-profile, double-loop tubular frame. A 72cc, 2-stroke, single cylinder engine with Reed Valve Torque Induction.

And a 4-speed transmission that shifts smooth and easy.

The GTMX also has some features that make it a natural for beginners. Like a primary kick starter that lets the rider start in any gear. Autolube, which automatically mixes gas and oil. And a metal bashplate that protects the engine from scrapes and bumps.

For a playbike, the GTMX really works in the dirt.

GT80.

It's the same as our GTMX but completely street legal. Full instrumentation and lighting includes a speedometer, odometer and large sealed-beam headlight. This mini is built to take it. Wherever you take it.

