

Evolutions techniques principales moteur et transmission 125 Yamaha bicylindre 2 temps - modèles Français

Modèle Année	AS1/AS2 mi 68	AS3 mi 71	AS3 Europa début 72	RD 125 mi 73	RD 125 (DX) 74	RD 125 (DX) début 75	RD 125 (DX) fin 75	125 RDX début 76	RD 125 DX mi 78	AS1 GYT 1970	TA 125 1974
Type								1E7	2R6 (gravage 1E7)	ecarts vs AS1	ecarts vs AS3
N° chassis et moteur			006.541	200.001	210.014 =>	xxx => 300.000	400.098 =>	000.098	250.101		400-...
Performance											
Puissance (cv)	15	<=	<=	16 (16,65 mines)	<=	<=	<=	15,65	<=	22	24
Régime (tr/mn)	8500	<=	<=	9500	<=	<=	<=	9000	<=	12000	12750
Couple (Kg.m)	1,3	<=	<=	1,3 (1,26 mines)	<=	<=	<=	1,29	<=	1,32	
Régime (tr/mn)	8000	<=	<=	8500 (9250 mines)	<=	<=	<=	8000	<=	11500	
Rv	7	<=	<=	6,8	<=	<=	<=	<=	<=	7,9	7,5
Régime ralenti (tr/mn)	1150	1250		1200	<=	<=	<=	1200	<=		
Carburateur	Mikuni VM17SC	Mikuni VM18SC	<=	Teikei Y18P	<=	<=	<=	Teikei V18P-2A	<=	Mik. VM22SH	Mik. VM26SC
Diamètre (mm)	17	18	<=	18	<=	<=	<=	18	<=	22	26
Coupe boisseau	2,0	2,0	<=	2,5	<=	<=	<=	1,5	<=	1	1
Niveau cuve (mm)	22,5 avec joint	24 sans joint / 22	<=	20	<=	<=	<=	21	20	25	40
Aiguille	4D9-4	3D12-3	<=	4D50-3	<=	?	4D50-2	4D50-2	<=	4D8	5F15
Cran clips aiguille (/ haut)	4	3	<=	3	<=	?	2°	2°	<=	2°	2°
Puis d'aiguille	0-0	0-0	<=	N-80	<=	<=	<=	N-80	<=	N-6	N-0
Gicleur principal	90	70	<=	66	68	70	80	82	84	120	200
Gicleur ralenti	17,5	15	<=	44	<=	<=	<=	40	<=	30	/
Deserrage vis d'air	1 3/4	1 3/4	<=	1 1/2	<=	<=	<=	1 1/4	1 1/2	1,5	2 1/2
Filtre à air	1 filtre vertical par cylindre	<=	Boite metal	<=	Etancheite ameliorée	FaR/silencieux	Entrée par 3 tubes	boite plastique	<=		
Allumage											
Bougie	NGK B8HC	NGK B9HC/B8HS	<=	B8HS	<=	<=	NGK B8ES/B9ES	<=	<=	NGK B10EN	NGK B11EP
Ecartement rupteurs (mm)	0,30 / 0,35	0,30 / 0,40	<=	<=	<=	<=	<=	<=	<=	Magneto	CDI fixe
Avance allumage (mm)	1,8	<=	<=	<=	<=	<=	<=	<=	1,5	2	2
Transmission											
Primaire	19 / 74	<=	<=	<=	<=	<=	<=	<=	<=		
1°	11 / 35	<=	<=	12 / 34	<=	<=	<=	<=	<=		15 / 31
2°	16 / 30 puis 29	<=	<=	17 / 29	<=	<=	<=	<=	<=		18 / 28
3°	20 / 26	<=	<=	20 / 25	<=	<=	<=	<=	<=		
4°	22 / 23	<=	<=	22 / 23	<=	<=	<=	<=	<=		
5°	25 / 21	<=	<=	24 / 22	<=	<=	<=	<=	<=		
Secondaire	15 / 39	14 / 39	<=	<= (15/38 mines)	<=	<=	<=	15 / 39	<=	24 / 22	
Ressort embrayage	5 * 34	5 * 31,5	<=	<=	<=	<=	<=	<=	<=	17 / 39	16 / 36
Disques garnis	4 * 4	5 * 3,2	<=	<=	<=	<=	<=	5 * 3,2	5 * 3,0		
Disques lisse	5 * 1,6	5 * 1,6	<=	<=	<=	<=	<=	4 * 1,6	4 * 1,2		
Pneu arrière	2,75*18	<=	<=	<=	<=	<=	<=	3,00*18	<=		2,50*18
Developpé pneu	1,93	1,93	1,93	1,93	<=	<=	<=	1,98	<=	1,93	1,88
Vitesse au régime de P max	116	108	108	111	<=	<=	<=	115	<=	170	179
Vitesse a 10.000 tr/mn	136	127	127	116	<=	<=	<=	128	<=	141	140
Autre	reservoir 9,5L	reservoir 9L	reservoir 11,5L	1° segment en L	Frein a disque 2 segments keystone Démultiplication PaH augmentée Introduction d'une resistance de charge	Ressort amortisseur apparents	Bougies culots long Arrivé huile sur carbus			Mélange 7-8%	Mélange 6,5%