



AFTER IT KNOCKS YOUR EYES OUT, IT'LL BLOW YOUR SOCKS OFF.

Not to mention the competition's socks.

The 1981 SRX is, in the continuing tradition of Yamaha's race-bred super-sports sled, the only machine for snowmobilers who refuse to be beaten. In any contest.

THE BLACK BULLET.

If beauty is in the eye of the beholder, don't blink. Or you'll miss the ominous-looking black streak that stalks the snow country, taking on all comers.

Its lines are muscular and sleek. A ferocious, hungry form that glistens in lustrous New Yamaha Black with silver trim. From nose cone to tail.

Everything about the SRX says the machine means business.

The powerful quartz-halogen headlight hides away in the sinewy fuselage, then easily pops up when you need it.

The adjustable handlebars meet you at the perfect angle as you sit on the luxurious, body-contoured seat.

In the rear, the snow spoiler sweeps defiantly upward, keeping snow off the rider and taillight. And giving the competition a very rakish last glimpse.

LIQUID LIGHTNING.

What makes the SRX as fast as it looks? A proud heritage of Yamaha high-performance two-stroke leadership, continued and improved.

SRX has always spelled speed. It has always been the standard against which all other racing sleds are compared. Without notable success.

This year, the comparisons will be even harder to make. Because the SRX's fire-breathing 440cc liquid-cooled engine has been redesigned to pump out even more horsepower.

The result of this increased efficiency is an astounding two horsepower for every 10 cubic centimeters of engine. (Just 20% less than an Indy car, running on methanol.)

And that's more than enough to blow away anyone foolish enough to take on an SRX.

ANIMAL REFLEXES.

Yamaha's jet-fighter proven Telescopic Strut Suspension, balanced with this year's improved rear suspension, separates the SRX from sleds that are only straight-line fast.

A lighter chassis and much lower center of gravity combine to give the SRX unequalled agility. Over cross-country courses, groomed trails, frozen lakes, or anywhere you want to blow the competition's socks off.

So, if you're the kind of snowmobiler who just hates to lose, the 1981 SRX should give you a great deal of pleasure.

And give the competition very cold feet.



WHAT MAKES YAMAHA'S FLYING MACHINE FLY.

Pure, brute power isn't the only thing our engineers designed into the SRX.

Some of its most important innovations are designed to keep it flying longer, make it more agile and make maintenance easier.

SLEEKER, NOT WEAKER.

This year, the SRX's completely redesigned chassis uses aluminum very efficiently to reduce weight without sacrificing strength. And the engine sits lower in the new chassis, lowering the center of gravity and increasing stability.

The slide rails, and other major components are now made of aluminum, making the SRX lighter and nimbler.

A WELL-TRAINED BEAST.

So more muscle gets from the inside out, we've redesigned the drive train for greater efficiency.

The clutch is more responsive and more durable. And the drive sprockets are larger, for greater acceleration and top speed.

And to make sure all the power gets applied to the snow, we've lengthened the track by five inches. The result is more snow-grabbing traction and increased high-speed stability.

WE'RE LONG ON HIGH-PERFORMANCE.

Of course the heart of the SRX is its awesome 440cc liquid-cooled engine. Liquid cooling allows it to run stronger and longer with greater efficiency.

To ensure the engine keeps running at the optimum temperature, our innovative heat exchanger and radiator system cools with both air and snow thrown off the track. So it works at any speed, in any weather.

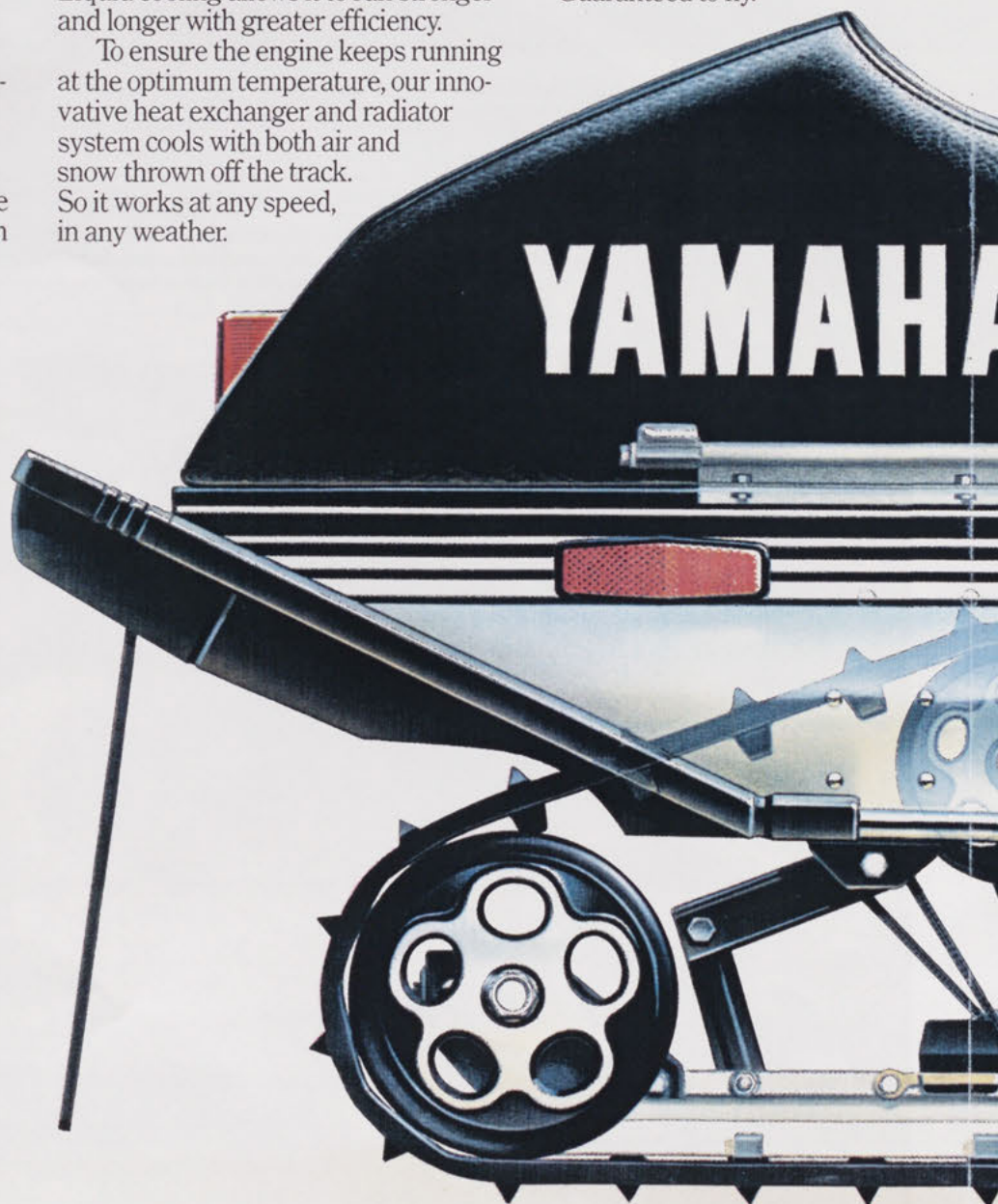
MORE NEW TRICKS.

The instruments, built into the handlebars and encased in steel, are calibrated in miles and easy to read. Thanks to an ingenious color-coding system.

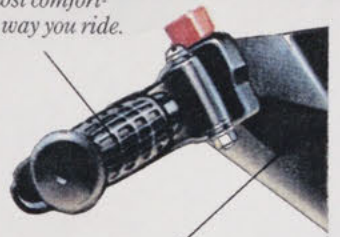
And, for the first time, the SRX's side panels fold down for easy access to internal parts.

From the inside out. From nose cone to tail. From the snow up. The 1981 SRX is the most sophisticated and ferocious machine we've ever unleashed.

Guaranteed to fly.



The handlebars adjust to meet you at the most comfortable angle for the way you ride.

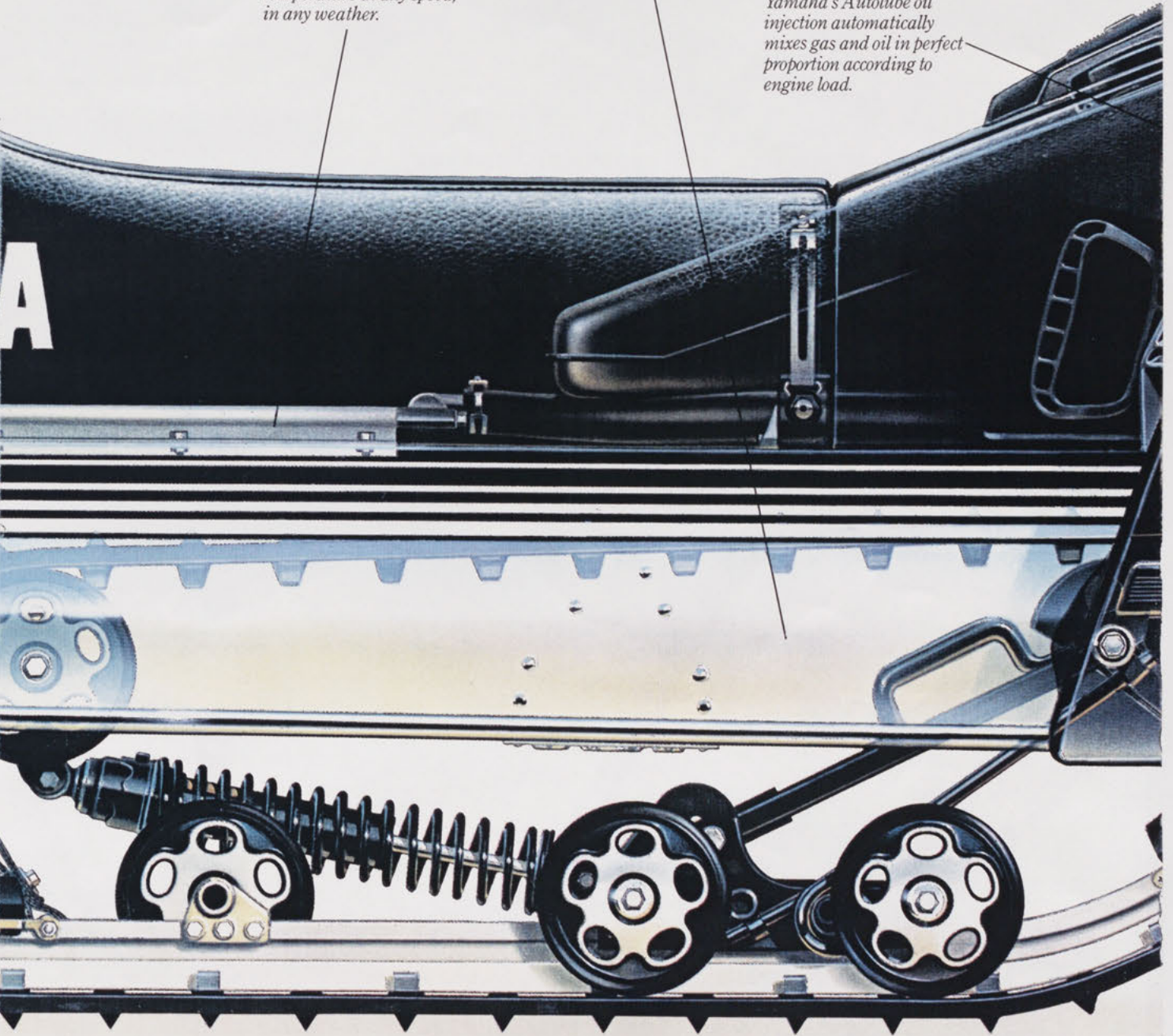


The new instruments are encased in steel and covered with clear, strong plastic. They're calibrated in miles and cleverly color-coded for easy reading.

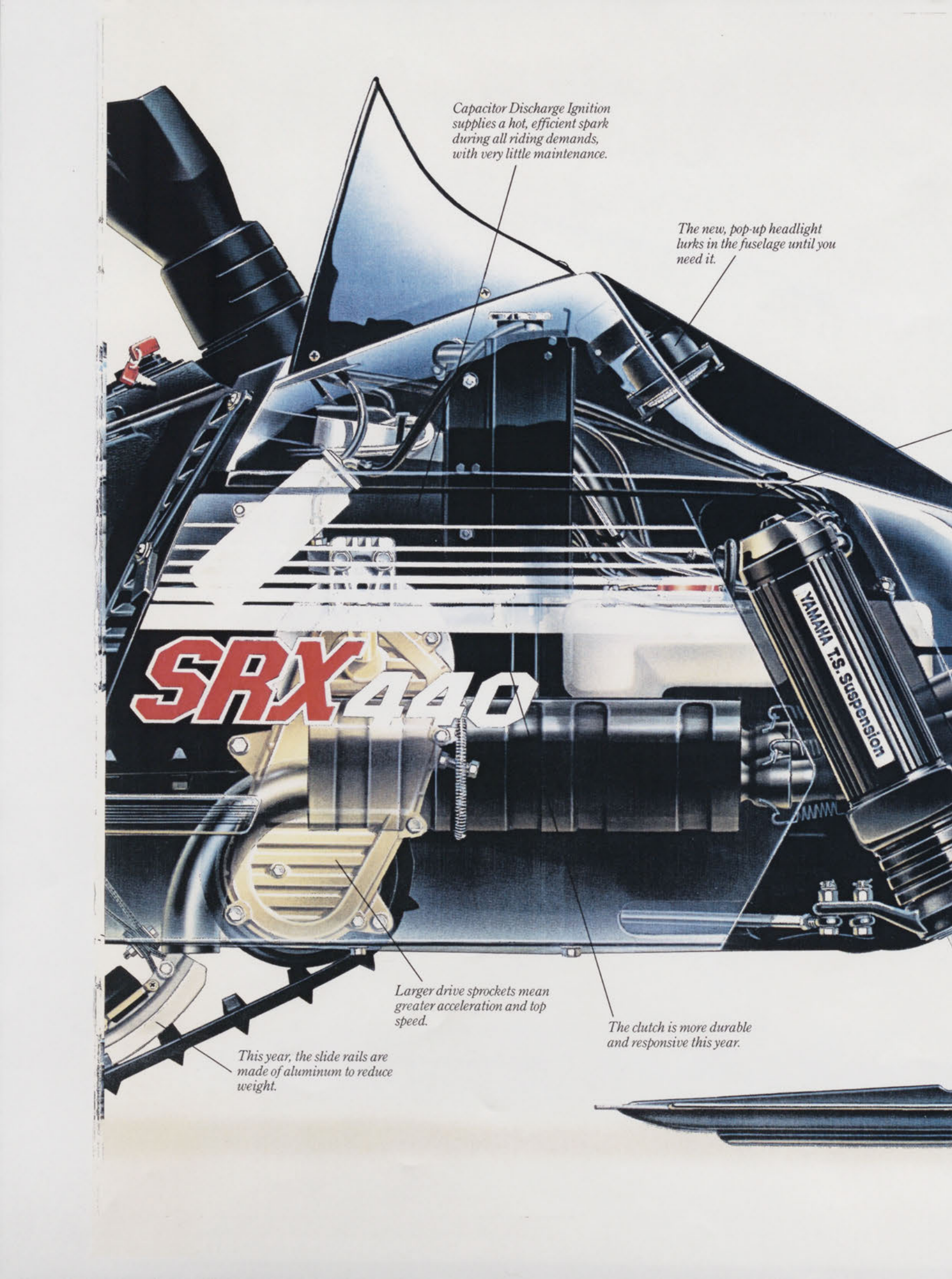
The completely redesigned chassis makes very efficient use of aluminum for reduced weight without sacrificing strength. And it provides a lower center of gravity for increased stability.

Our innovative heat exchanger and radiator system is designed to keep the engine running at the optimum temperature at any speed, in any weather.

Yamaha's Autolube oil injection automatically mixes gas and oil in perfect proportion according to engine load.



A



Capacitor Discharge Ignition
supplies a hot, efficient spark
during all riding demands,
with very little maintenance.

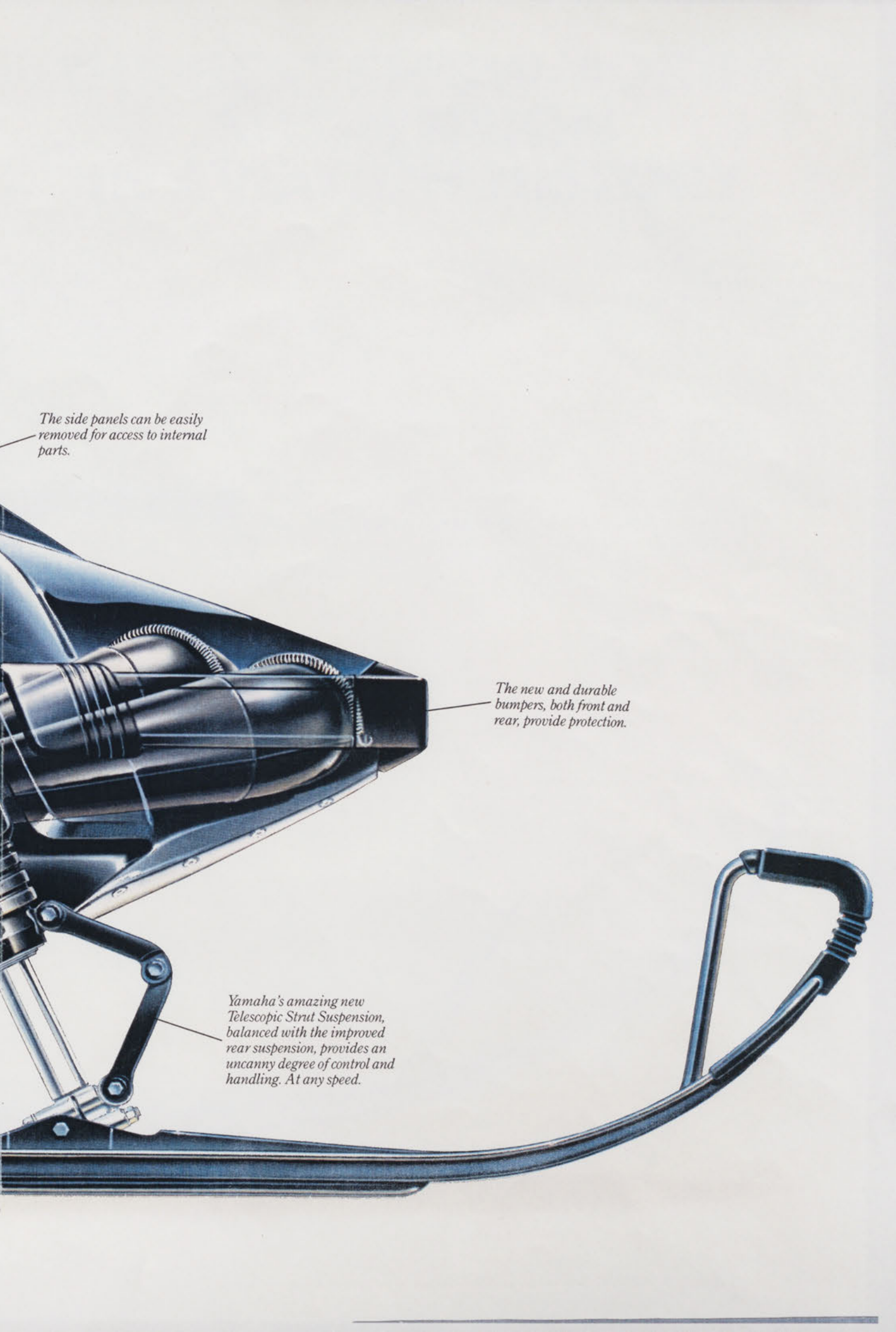
The new, pop-up headlight
lurks in the fuselage until you
need it.

SRX440

Larger drive sprockets mean
greater acceleration and top
speed.

The clutch is more durable
and responsive this year.

This year, the slide rails are
made of aluminum to reduce
weight.



The side panels can be easily removed for access to internal parts.

The new and durable bumpers, both front and rear, provide protection.

Yamaha's amazing new Telescopic Strut Suspension, balanced with the improved rear suspension, provides an uncanny degree of control and handling. At any speed.