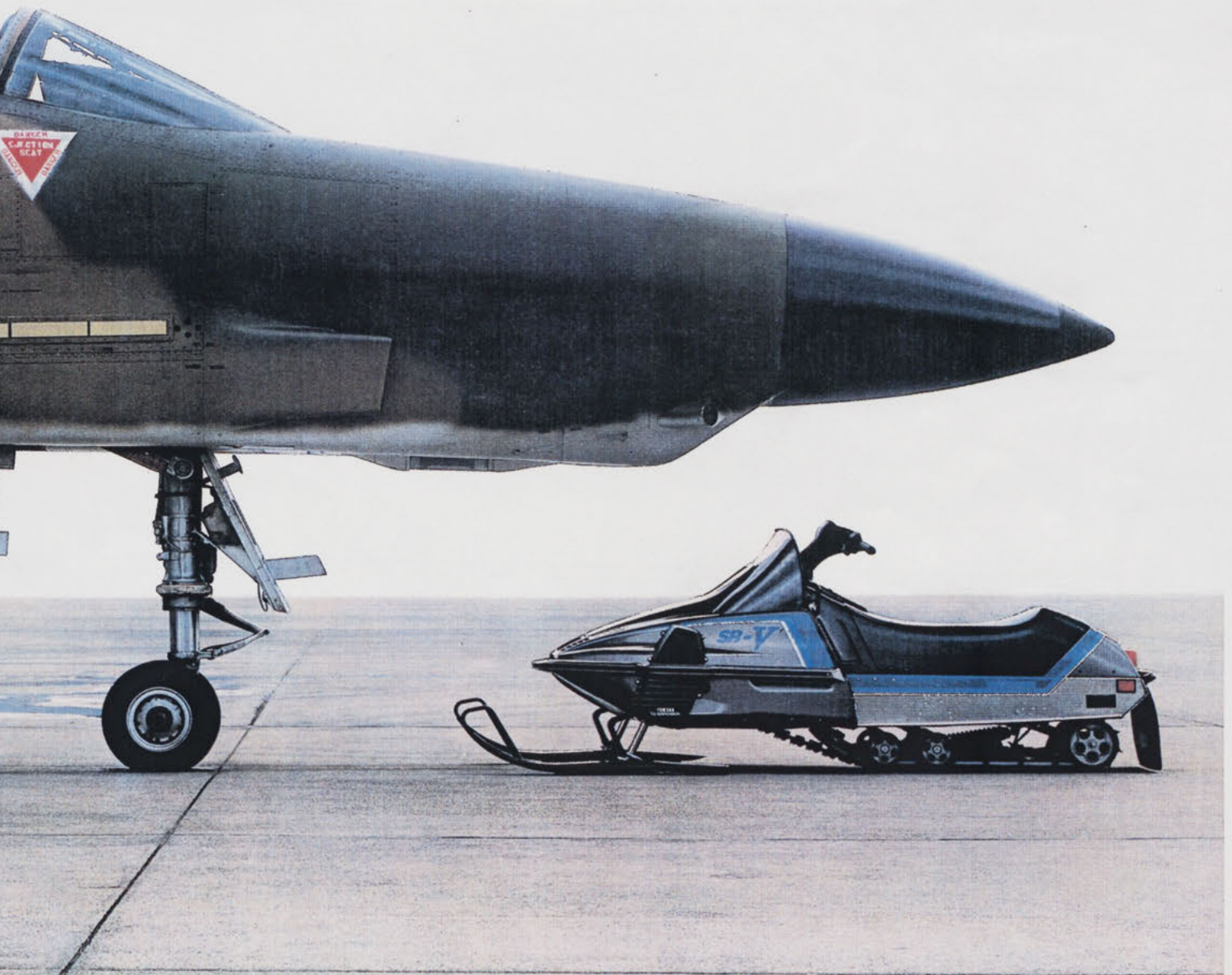


**YAMAHA'S LATEST  
TECHNOLOGY IS BASED ON  
THIS FUNDAMENTAL  
PRINCIPLE:  
WHAT GOES UP  
MUST COME DOWN.**





*Big, strong shock absorbers provide about twice as much travel as conventional leaf springs.*

*A heavy-duty coil spring ensures maximum travel for efficient shock absorption.*

**YAMAHA  
T.S. SUSPENSION**

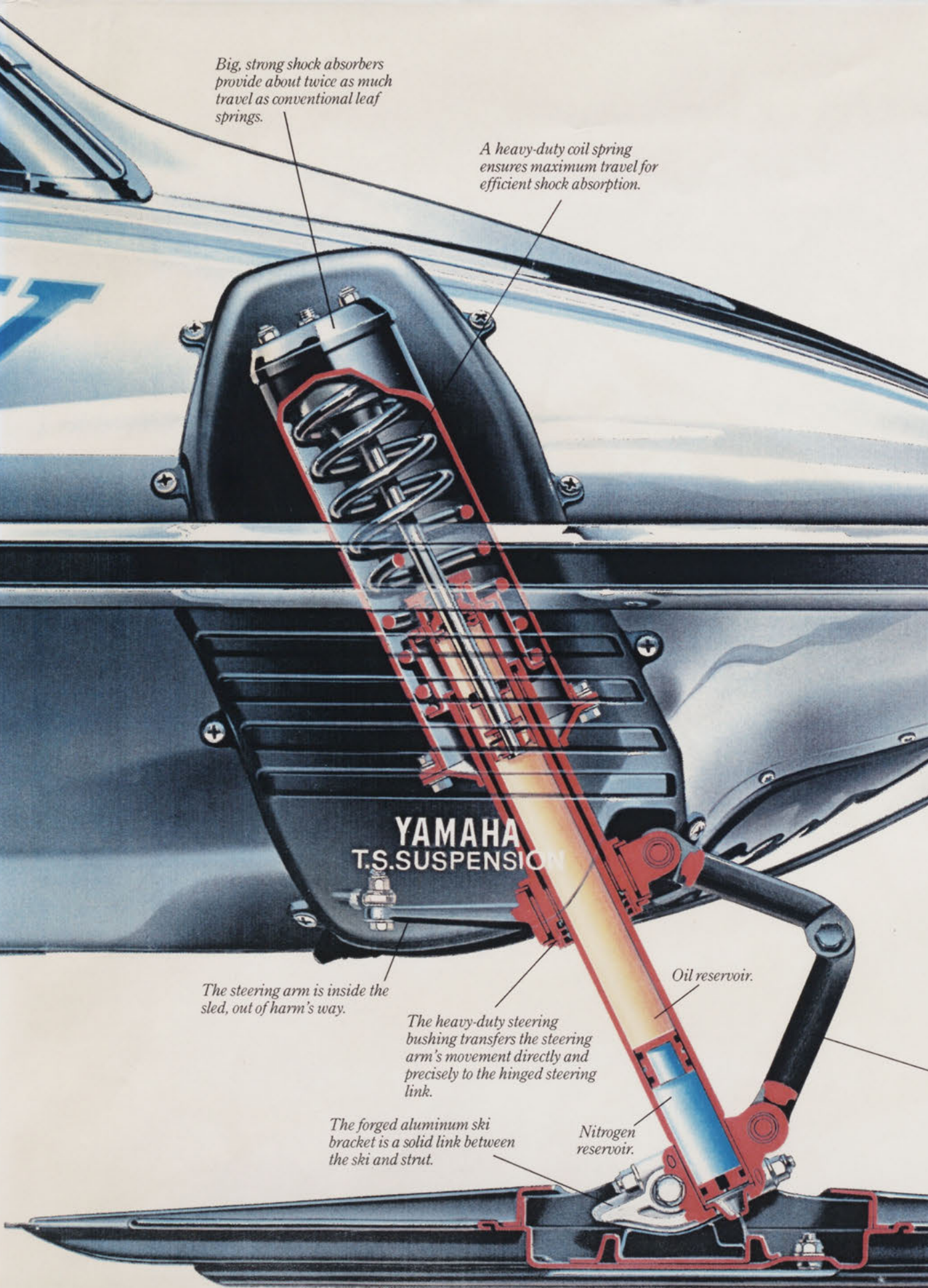
*The steering arm is inside the sled, out of harm's way.*

*The heavy-duty steering bushing transfers the steering arm's movement directly and precisely to the hinged steering link.*

*The forged aluminum ski bracket is a solid link between the ski and strut.*

*Oil reservoir.*

*Nitrogen reservoir.*



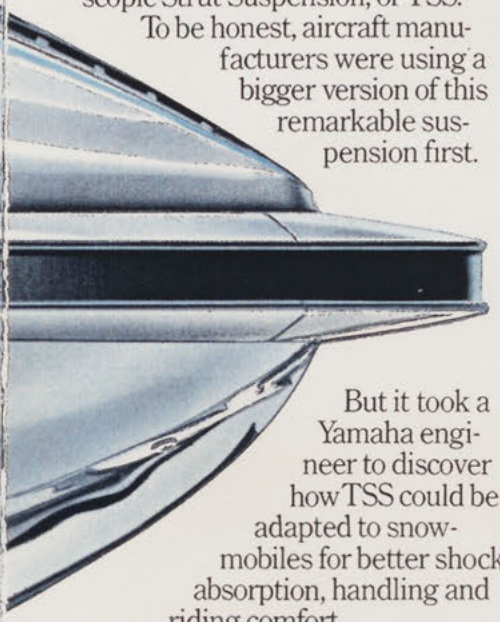


# THE BEST SNOWMOBILE SUSPENSION IN AVIATION HISTORY.

If you've ever wondered how a ten-ton jet fighter can hit a runway at 100 mph and stay in one piece, the answer might surprise you.

Airplanes use the very latest Yamaha snowmobile suspension. Telescopic Strut Suspension, or TSS.

To be honest, aircraft manufacturers were using a bigger version of this remarkable suspension first.

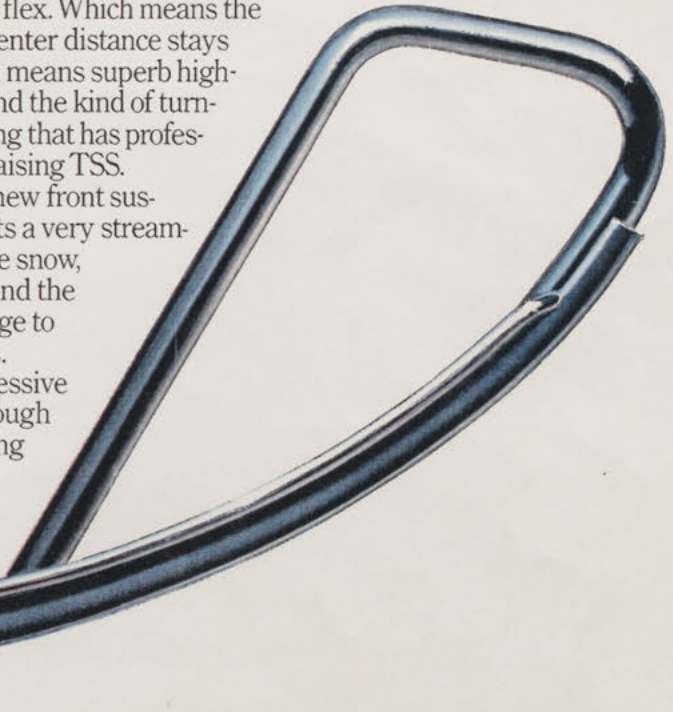


But it took a Yamaha engineer to discover how TSS could be adapted to snowmobiles for better shock absorption, handling and riding comfort.

## DOWN-TO-EARTH TECHNOLOGY.

Our search for the ultimate snowmobile suspension began with an immense challenge: increase the travel of the front suspension without increasing weight or drag.

The answer was lying right under an airplane's nose.



*The strong, hinged steering link keeps the skis pointed in the right direction, under all conditions.*

Our engineers used shock absorbers instead of leaf springs, just like an airplane's suspension. Shock absorbers offered much more travel than leaf springs, with superior rebound and dampening characteristics.

To find shock absorbers strong enough to bring a snowmobile back to earth (or snow) without leaf springs, we didn't have to look far. The rugged Monoshocks used on Yamaha's world-champion motocross motorcycles were perfect working models.

For quick, precise steering, we used a strong, hinged steering link between the skis and handlebars.

## THE NEW IDEA TAKES OFF.

From its very first test flight between mountains and moguls, Telescopic Strut Suspension has been a roaring success.

First, the two TSS shocks are much more effective than leaf springs. They actually have over 100% more travel, resulting in a ride of unparalleled smoothness and comfort.

In addition, the shocks eliminate unstable lateral flex. Which means the skis' center-to-center distance stays constant. Which means superb high-speed control and the kind of turn-hugging handling that has professional racers praising TSS.

Finally, the new front suspension presents a very streamlined form to the snow, reducing drag and the chance of damage to important parts.

These impressive features are enough to rank TSS along with Autolube,

Reed-Valve Torque Induction, butterfly/float-type carburetion and all the other snowmobile engineering feats pioneered by Yamaha.

## A BALANCED ACHIEVEMENT.

But there's one other aspect of TSS that makes it more than just another Yamaha "first." It's ease of adjustability.

Never before has a snowmobile had a front suspension system that could be perfectly balanced to its rear suspension. This balanced response keeps your sled in a more level attitude over bumps. With more traction. More control. More agility.

In fact, it allows you to maintain excellent control and handling at speeds far greater than you could with a conventional sled.

And, as you'll see on the next page, TSS is no fly-by-night fad. It's the result of bringing space-age technology down to earth. And proving it in one of the toughest testing programs a snowmobile ever plowed through.

With flying colors.



# BUILT TO TAKE THE UPS AND DOWNS. FLAT OUT.

When we say ups and downs, we mean the 1981 SRV with Telescopic Strut Suspension will smooth out just about every dip, bump, mogul, mole-hill or mountain the world can throw at it.

When we say flat out, we mean quick. Very quick. Very, very quick.

This unique combination of raw power and revolutionary suspension gives the SRV unheard-of control and handling at any speed. Over groomed trails, open fields or cross country race courses. From the Arctic Circle to the frozen lakes of Minnesota.

And we've gone to all those places, and more, to prove it.

## A WORLD OF DIFFERENCE.

Between the Arctic Circle and Flint, Michigan, lie 5,000 miles of forbidding, relentless, ski-pounding snow and ice. It's the best terrain in the world to prove how well a snowmobile's suspension works. That's why we were so excited when three SRV's with TSS sailed through the grueling trip.

"Sailed" is the right word, too.

Thanks to Yamaha's TSS balanced with the rear suspension, the entire 5,000-mile ride was so smooth and comfortable, the riders averaged 212.36 miles per day.

As if adding adjustable TSS weren't enough, traction has been greatly increased

by providing 3.5 more inches of rear track contact area.

Put it all together and the SRV sets a new standard for handling, control and comfort.

## POWER THAT WON'T WEIGHT.

The high-performance 540cc axial-fan-cooled engine with Autolube oil injection and Capacitor Discharge Ignition is a big, reliable, snow-gobbling powerplant.

And this year the SRV's power train has been redesigned so more muscle reaches the snow. The clutch has been made more durable and responsive. And the track drive sprockets have been enlarged for greater acceleration and top speed.

Best of all, the SRV's big power comes in a lighter, nimbler package. By utilizing a lot more aluminum, we've given the sled an even lower power-to-weight ratio.

When you snuggle into the SRV's cockpit, you'll see we built in some powerful comfort, too.

The adjustable handlebars reach up to you, wherever you sit on the luxurious, body-contoured seat. And, as an option, you can get a new, high-profile windshield.

There's plenty to pamper the eye, too. Like the handsome new instruments, calibrated in miles and easy to read, thanks to an innovative color-coding system.

We even made the SRV look as fast as it is. With a lustrous black nose, silver sides and blue trim highlighting a sleek, stiletto-like shape.

The 1981 Yamaha SRV. To find another sled with its combination of styling, comfort, handling and power, you'll have to go farther than the ends of the earth.

Because we've already been there.











**YAMAHA**  
*When you know how they're built.*

Yamaha Motor Corporation, U.S.A. 6555 Katella Avenue, Cypress, California 90630. LIT-12241-00-81 SSCC CERTIFIED  
Because of our ongoing efforts to make Yamaha Snowmobiles even better, specifications are subject to change without notice.