

**TOUGHEST INTERMEDIATE
ON EITHER SIDE
OF EITHER OCEAN.**



AT LAST. AN 80 BUILT

From Rupp—the first of a line of quality cycles. An intermediate built like the big bikes. The Rupp RMT 80. It isn't a road bike converted for off-road use. It's primarily designed for the rough stuff. But it's also street-legal in 45 states.

It's a well-engineered bike with close tolerances. It's a rugged bike because it's designed on big bike principles. The axle, for instance, is a true axle. Not just a bolt. And where the competition uses rubber bushings in the swing frame, we use bronze. (It's a solid hookup that minimizes fishtailing.)

It's a quiet bike that's five years ahead of its time in beating Federal Decibel Standards' (Rupp: 82, 1978 Regs: 83).

But it's also a performance machine.

BIG BIKE PERFORMANCE.

The Rupp RMT 80 comes with an illuminated 80-mph speedometer. It also comes with a torque curve that's flat out

through the entire 4000- to 7500-rpm speed range. And it's such a forgiving machine that you can literally shift to any gear in any speed range. The motorcycle-type muffler is performance tuned. And the built-in spark arrester makes it woods approved.

The clutch is a motorcycle multiple disc wet clutch for smoother, easier shifting. The transmission is an all-synchronized four-speed. The chain is a heavy-duty Renold. With super strong side plates. So there's no continuous chain tightening. You just adjust it once and forget it. The kick start is good and reliable. Just kick it once and it goes.

BIG BIKE HANDLING.

Overall geometry is excellent. The RMT 80 is an intermediate that handles like a motocross bike. It's very stable in the turns. (You can ride in little circles forever without ever having to put your foot down.) There's a 29½° front fork rake for more precise turning in a shorter radius.



IT LIKE THE BIG BIKES.

And there's no tippy feeling. The oil-dampened front and rear coil suspension is so smooth you can take one hand off the motorcycle handlebars (although we ask you don't) without wondering what's going to happen next. The head post alone uses 34 high-quality ball bearings. There's no movement in the suspension.

The tires are Rupp-designed road knobbies especially developed for this bike. To give you better traction in the rear, better steering up front. For a totally better ride.

BIG BIKE DESIGN.

You can see for yourself how the RMT 80 looks. What

you can't see is that its frame is close to the ultimate in a lightweight design. It's a double down-loop, single backbone type. And it's made from chrome Moly 4130 tubular steel. The same kind that's used in championship motocross bikes. So it weighs in at only 135 pounds. (The lightest, bike for bike, that we know about.)

The fenders are the kind other people get to replace their original fenders. Made of durable, flexible ABS. The lower yoke and brake pedal

are forged, not cast. So you can see that the RMT 80 is not only built to take it. It's also built to last.

BIG BIKE FEATURES.

The frame-mounted gas tank is cushioned for less vibration and welded for more strength. The footpegs are retractable so you won't get hung up on tight turns. The SAE-approved headlight has a high and low beam. There's also a brake and taillight and six class "A" reflectors—front and rear, left and right. All this plus internal expanding drum brakes, a key ignition, a horn, a two-way kill switch and a full line of accessories.

So check out a Rupp RMT 80 at your Rupp dealer's.

Then check out the competition, including the bigger bikes. See if you don't find about 90% of a big bike. At about 60% of the cost.

Which is one more way the RMT 80 is like a big bike. Only smaller.

Rupp Industries, Inc.,
Mansfield, Ohio 44903



THE NEW RUPP RMT 80.

WHEN YOU MAKE A BIKE LIKE THIS, YOU DON'T HAVE TO MAKE EXCUSES.

RUPP RMT 80 SPECS:

Performance

Max. Speed	45-50 MPH
Climbing Ability	64% (32½°)

Engine and Transmission

Type	Single Cylinder, 2-Stroke
Displacement	79.6 cc
Primary Drive—Ratio	Gears—3.16 Sprocket to Sprocket
Clutch	Wet—Multiple Disc
Transmission	4-Speed—Constant Mesh
Ratios: (Primary Included) 1st	12.32
2nd	7.16
3rd	4.99
4th	3.84
Final Drive Ratio	45/15
Starter	Kick Starter
Ignition	Flywheel Magneto

Dimensions

Overall Length	66 Inches
Handlebar Width	27 Inches
Overall Height	35 Inches
Seat Height	27 Inches
Wheelbase	44 Inches
Ground Clearance	8 Inches
Weight	135 Pounds
Fuel Tank Capacity	1.5 Gallons
Tires: Front	2.50 x 16
Rear	3.00 x 16
Brakes (Front and Rear)	¾" Diameter, 105-mm Internal-Expanding Drums

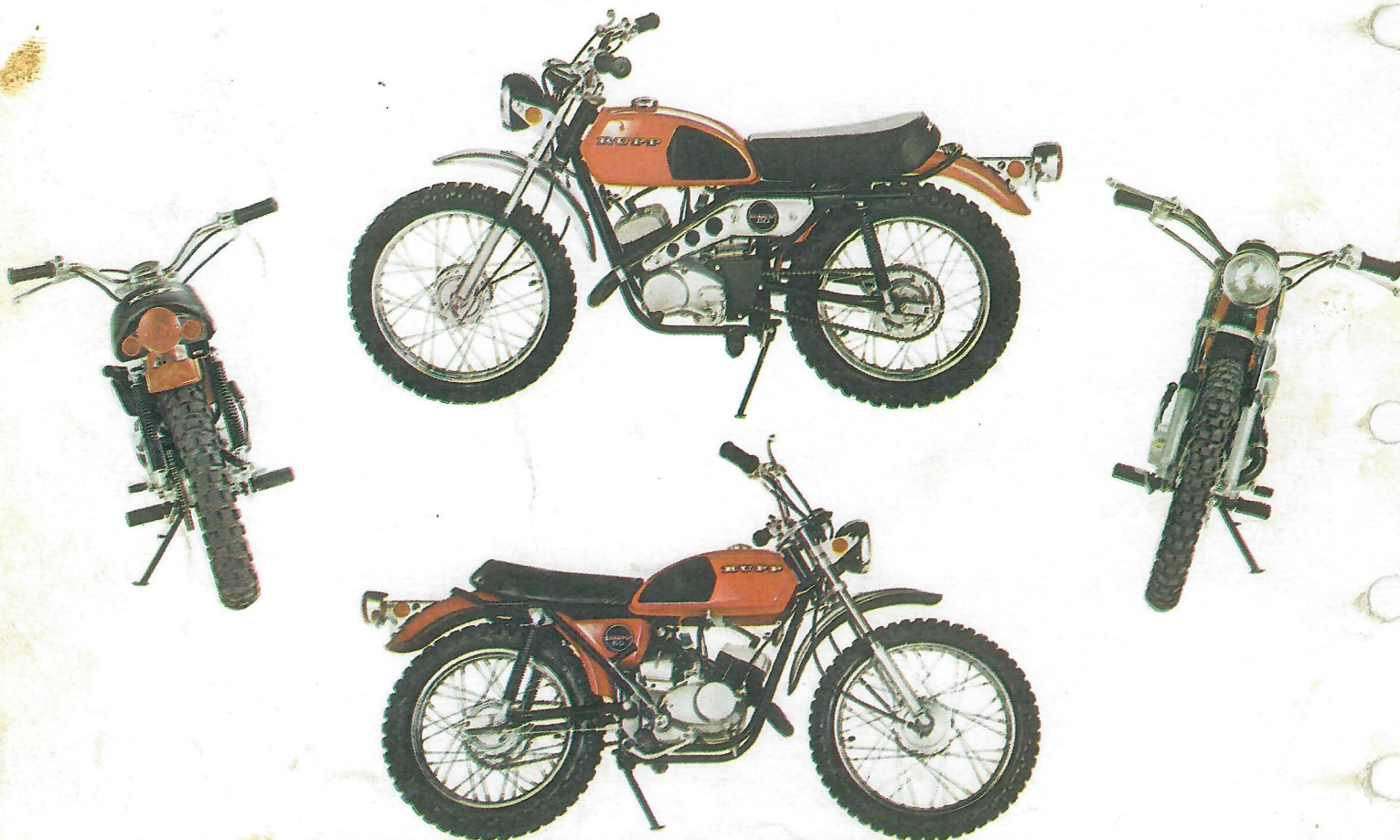
Suspension

Front	Telescopic—Oil Dampened
Rear	Swing Arm—Oil Dampened

Standard Equipment

Headlight (High and Low Beam)	Illuminated Speedometer
Taillight	Horn
Class A Reflectors	Two-Way Kill Switch

Accessories: Turn Signal Kit • Heavy-Duty Shock Kit • Engine Hop-Up Kit • Sprocket Option • Competition-Type Motocross Knobbies • Motocross Handlebars • Bash Plate • Luggage Rack



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