

# CYCLE

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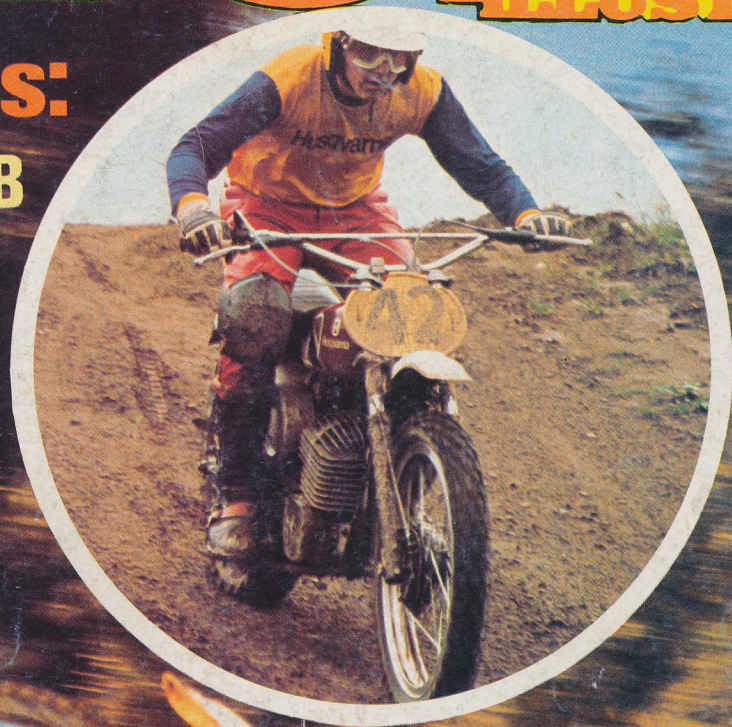
## Track Tests:

**YAMAHA 400 B  
ENDURO**

**HUSQVARNA  
360 CR**

**PUCH 175  
ENDURO**

**YAMAHA  
175 B MX**



*HUSKY'S  
NEW 360  
MIKKOLA  
REPLICA*



**FARLEY ON  
TRIALS**

**THE AMAZING  
LAMPKINS**

**BARSTOW-VEGAS  
FREE-FOR-ALL**

**RAPID TRANSIT—A  
RACER FOR THE  
STREET**



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# CYCLE

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# TRACK TEST: YAMAHA MX 175 B

Expect the unexpected from this Japanese middleweight motocross bomb.

By Steven Parker photos by David Gooley

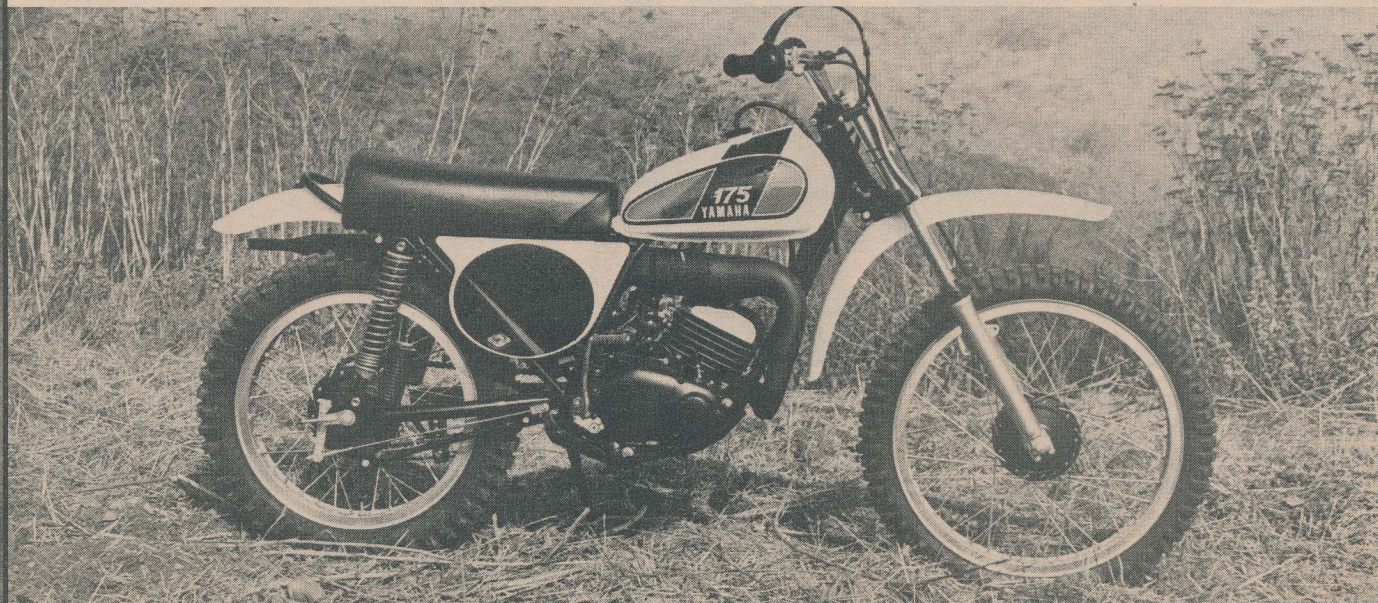
The 175cc racing class is becoming increasingly popular throughout the United States. It took a few years for the 125cc craze to take over, but once it did there was no doubt that it was here to stay. For years, the 125 class had been respected in Europe, and when Americans understood this, they began to accept the 125 as not just a small play bike, but as a full racing machine. The same thing, to an extent, holds true with the 175cc class. Though not a class officially sanctioned by either FIM or AMA, this particular size cycle has

caught on in a big way in this country.

The power that the 125 lacks, the handling that a 250 can give, and the knowledge that the factory has gone a long way to make a thoroughbred racer all go a long way to make the rider feel comfortable when he mounts the machine.

The Yamaha is more than just a play bike. Indeed, in the hands of children and those not formally introduced to motocross competition the little monster could be deadly and more. There are gobs of power in this

machine, much more so than in the 125MX that Yamaha has put on the market for 1975. Of course, a 175 is supposed to have more power, but the gearing and the power band itself seem so excellent as to suggest that maybe the 175, and not the 125 class, should be a Grand Prix category. The 175MX B has enough power to go around the course, pass on the straights and in the corners and generally make the rider feel that he has an advantage. After all, Yamaha is one of only three other companies currently producing











The little Yamaha is big on speed and handling.



The bike is an easy one to fly off jumps. Off the berms, the bike is a pleasure to ride.



The light front end is easy to lift off the ground.

175 class racers. Yamaha does have a good reputation, and the 175MX B is going to do nothing to tarnish it.

The 175 features all the "now" advancements of motocross racing that have become fashionable in the past two to three years. The only thing missing on this model is Yamaha's much heralded "monoshock" system of shock absorption. The 175 has standard Yamaha dual shocks, but each of the shocks (which are five way adjustable) has an oil reservoir in front of it to cool and thicken the oil used in the shocks.

This helps keep the dampening about the same through prolonged use of the machine, and they do indeed work. After a couple of hard hours of riding, we found that the rear shocks did their job more than admirably; they took and rebounded anything we could dish out.

The standard shocks on the 175MX are only a small part of the overall suspension story. After years of racing, Yamaha has devised an excellent swing arm and overall suspension system. In fact, the frame on the 175MX B is similar to, if not an identical copy of,

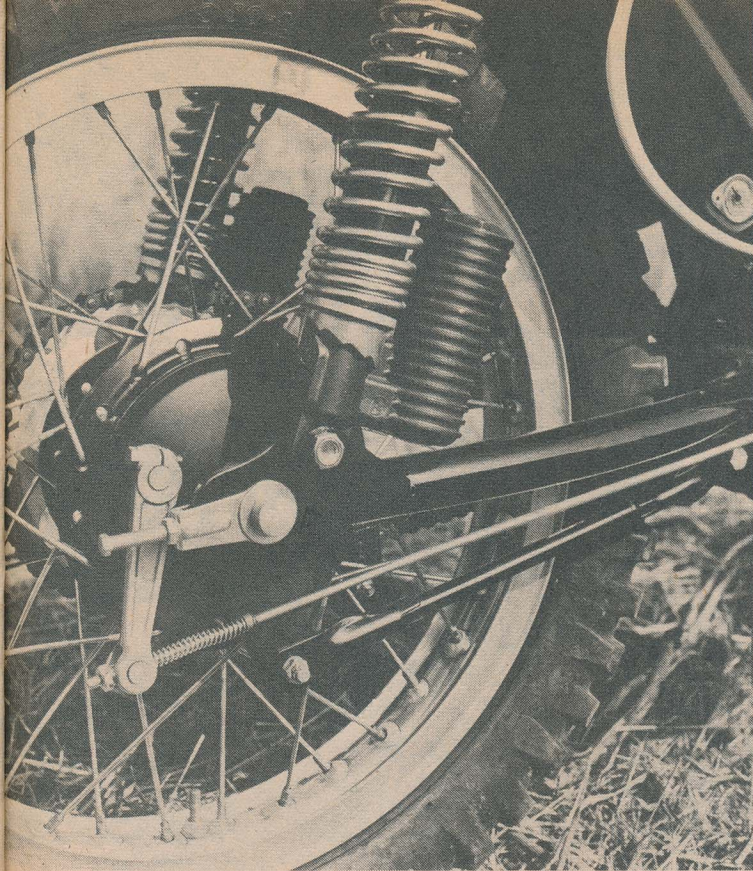
the frame of the Yamaha 125 MX YZ racer. This puts a slightly larger weight on the same frame as the smaller machine, but it does not seem to matter in actual running of the bike.

The front forks afford close to six inches of travel, more than enough for the average sized rider in the average amount of trouble. If more than that is needed, the rider is either exceptionally talented or in big trouble. Either way, we found very little fade in the front fork system after hard riding on a day when temperatures approached 90°.

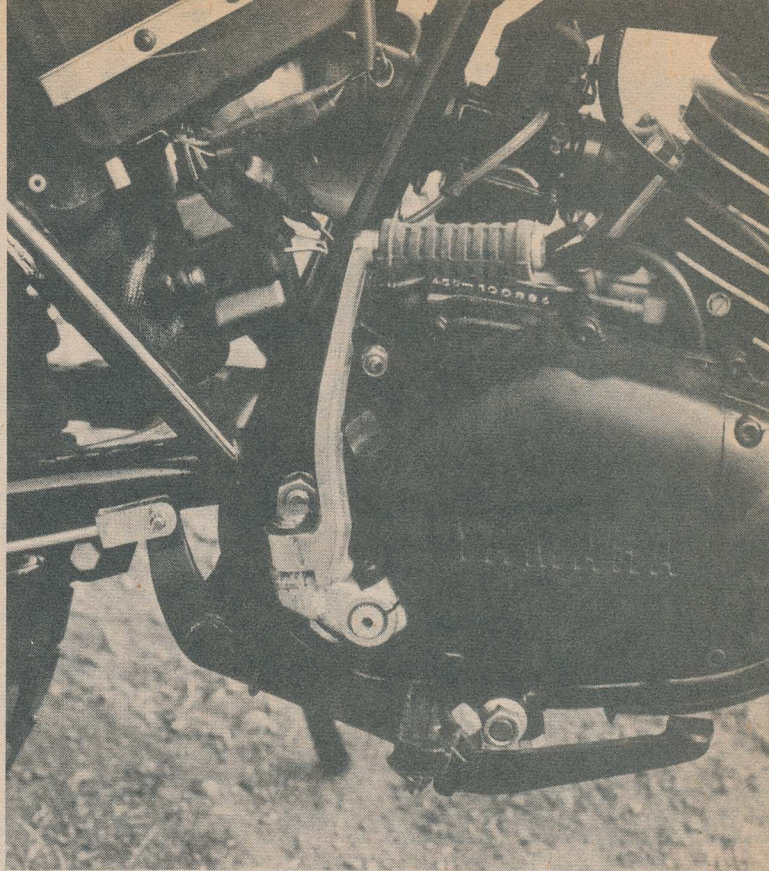
Coming out of corners, the 175 is a pleasure. Its peaky engine has power in all the right places, in any gear. A natural born slider.







Oil cooled shocks in the rear are a feature of this bike.



Rear brake and kick starter are within easy reach of the rider.

The suspension, though, is evaluated well after the rider takes a few initial laps on any course. The first and most important thing is engine performance. Is it fast? Is it fast consistently? What is it like to start? This is where the rider should make his decision on whether to purchase the machine. Swing arms, shocks and forks can be replaced or refined; so can engine components. However, no matter how many changes a racer or crew member makes in an engine, it is still going to act basically the same as when it was first purchased.

The thin 175 gives the operator a lot of room to move around on the seat.

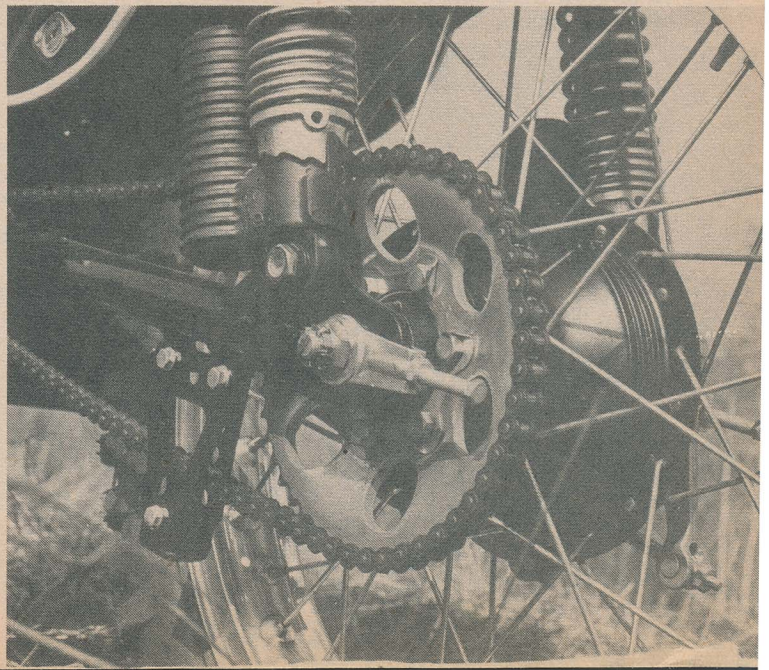
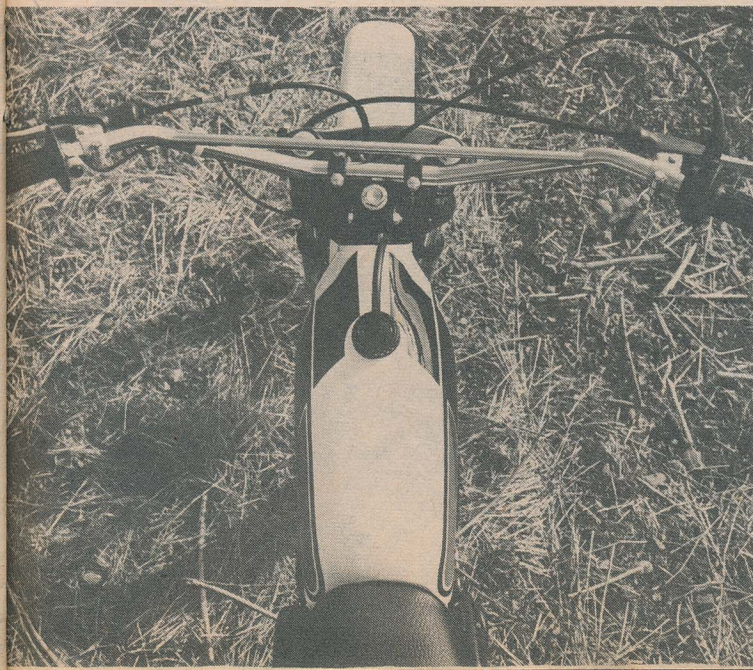
We would highly recommend the MX 175 B for purchase, if just on engine performance alone. The first 175 enduros that Yamaha introduced a number of years ago were screechingly fast for dirt/road machines, Yamaha has taken that basic engine, put in a reed valve and autolube system, and has made the fast go faster.

This bike is quick, but, more importantly, it holds its quickness throughout the entire gear range. Yamaha has seemingly solved the problem of low end sluggishness by

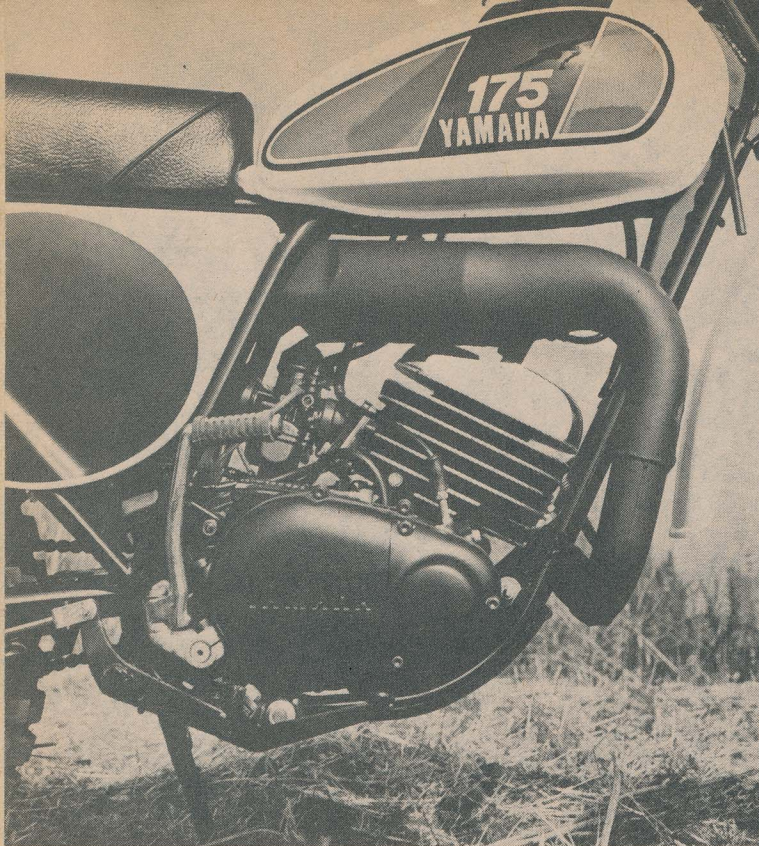
combining the use of a "stinger" exhaust (more about THAT later) and close gear ratios.

It starts easily enough. Our bike, never run before we tested it, started promptly on the third kick. It sounded a little loud, but after all, we figured, it is a racer. However, when revving the engine to prepare it for testing the throttle began to stick and we soon realized there was a problem. After ruling out the throttle itself and the upper part of the cable, we soon found that the cable had either 1) not been

Rear sprocket is well chosen for short, tight tracks. Chain tensioner is a bit of genius.







The shirt throw five speed transmission never failed us and took all we could ever dish out.



Oil tank is white object above lever, inside side cover. Pipe exits to the right, sweeps to rear left of machine.

lubed at the factory, or 2) the lubrication had dried out. We broke out the WD 40, took the top off the carburetor, and gave it a couple of quick spurts plus a good cleaning at that end. From that time the throttle worked flawlessly, but prospective buyers should take extra care to check throttle cable preparation.

The five speed gearbox never gave up. The course we ran on was a short, tight affair with many turns, plus one particularly bruising downhill section (where some novice riders gave the

brakes a good workout). The machine seemed to be geared perfectly for the tight course. This Yamaha is a little in-fighter. Never mind the straights, just give the 175 a lot of quick turns and a rider with a good knowledge of the power slide and it can't (we like to think) be beat! It took a while for the bike to reach peak speed on the straight sections, but the braking and downshifting never provided any problems when we got to the tough parts.

You think you have ridden sliders?

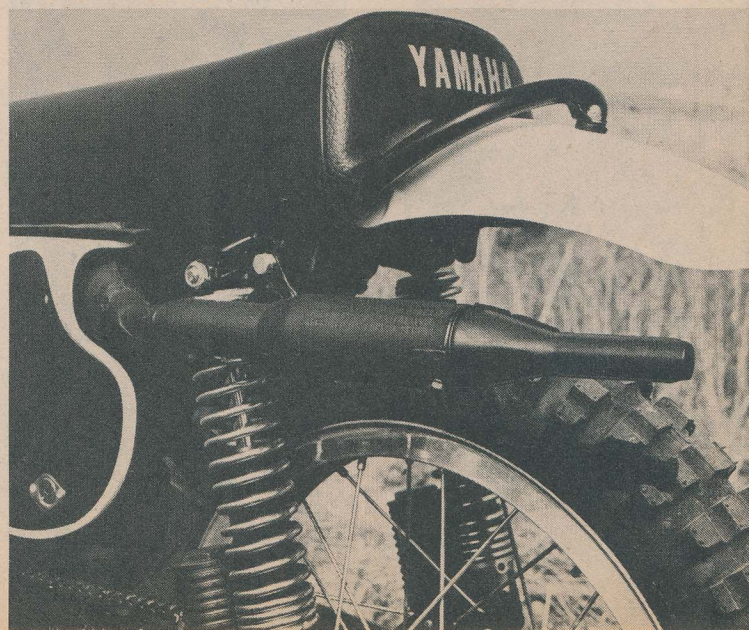
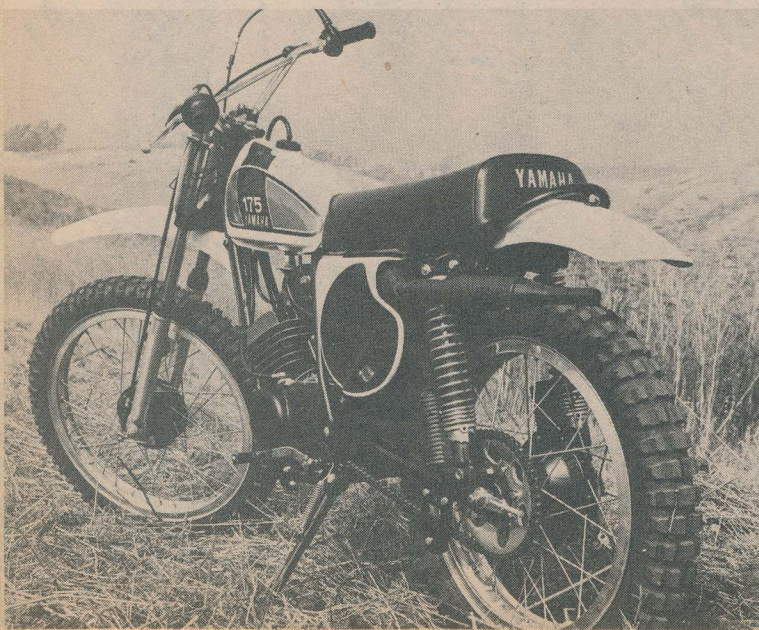
Not until you have thoroughly track tested this Yamaha. This brute was built with the power slide in mind, or so it seems. It especially loves left turns. Hang your rear end towards the back of the seat, stick out your right foot and lean the tank against your leg, and presto! You are sliding, even though you may have thought you never could do it!

That is another nice point about this 175. It is perfect for the beginning rider who wants a taste of a little extra speed.

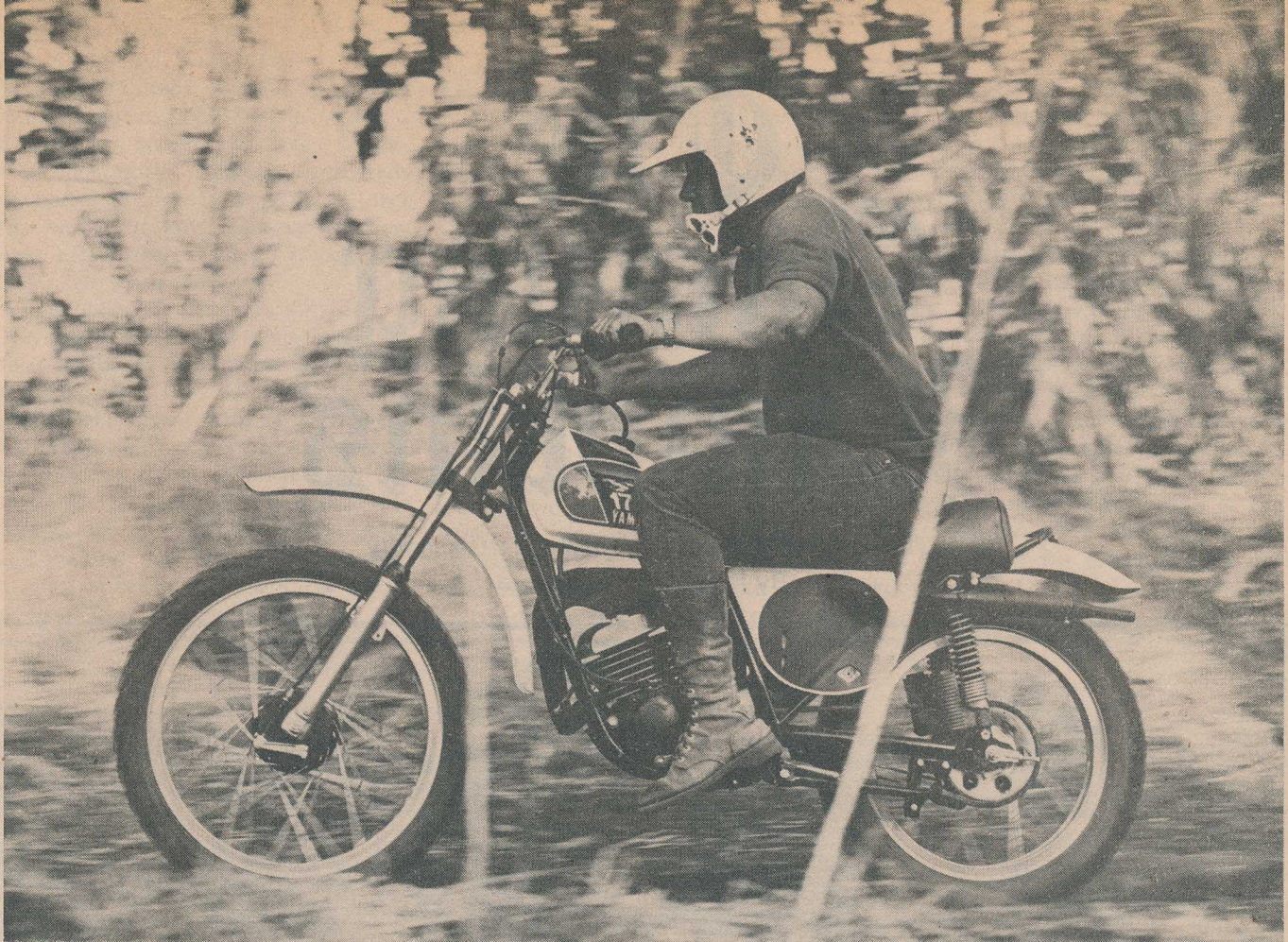
*(Continued on page 62)*

A racey profile for a not-official racer. Nice lines make for a well handling machine.

The "stinger" exhaust produces a surprisingly pleasant tone (the law says it has to be 82 db. or less).







The 175 accelerates and shifts quickly, takes uphill sections surprisingly well. On downhills, the bike has a mind of its own.

### TRACK TEST: YAMAHA MX 175 B

Price ..... @ \$1,200 (depends on area of country)  
 Warranty ..... none (implied or expressed)  
 Distributor ..... Yamaha International,  
 Buena Park, California

#### ENGINE

Type ..... single cylinder, two stroke  
 Displacement ..... 171cc  
 Bore and stroke ..... 66 x 50mm  
 BHP @ rpm ..... NA due to California law  
 Compression Ratio ..... 7.0:1  
 Carburetion ..... Mikuni 28mm (single)

#### OVERALL GEAR RATIOS

first ..... 2.8333  
 second ..... 1.875  
 third ..... 1.368  
 fourth ..... 1.090  
 fifth ..... 0.956  
 sixth ..... NA

#### RUNNING GEAR

Frame ..... single down tube  
 Suspension  
 front ..... telescopic fork  
 (134cc 10, 20 or 30 wt. oil)  
 rear ..... oil cooled stock Yamaha shocks  
 (182cc 7.5 or 10 wt.)

Tires  
 front ..... 2.75-21  
 rear ..... 3.50-18  
 Brakes  
 front ..... expanding drum  
 rear ..... expanding drum  
 Electrics ..... magneto (kick start)

#### GROSS MEASUREMENTS

Weight ..... 179 lbs.  
 Wheelbase ..... .52"  
 Seat Height ..... .32"  
 Ground Clearance ..... 10 1/4"  
 Handlebar Width ..... .34"  
 Fuel Capacity ..... 1.6 gallons US

#### COMFORT RATING

(100 possible points, 1 to 10 rating)

Vibration ..... 8  
 Suspension ..... 9  
 Noise Level ..... 8  
 Seat ..... 9  
 Handlebars ..... 8  
 Start Mechanism ..... 9  
 Controls ..... 9  
 Stand ..... 8  
 Shift Mechanism ..... 9  
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