

FAST WOMEN – FISH, COX, EVANS

IND *DIRT BIKE*

FEBRUARY 1977

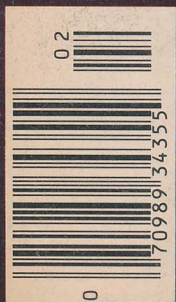
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**“I DON'T LIKE TO
COMPLAIN, BUT...”
GERRIT WOLSINK
SPEAKS OUT**

**FIRST LOOKS
'77 YZ125D
CAN-AM
175MX**

**NATIONAL
ENDURO,
TRIALS
WRAP-UPS**



DIRT BIKE

VOLUME SEVEN NUMBER TWO FEBRUARY 1977

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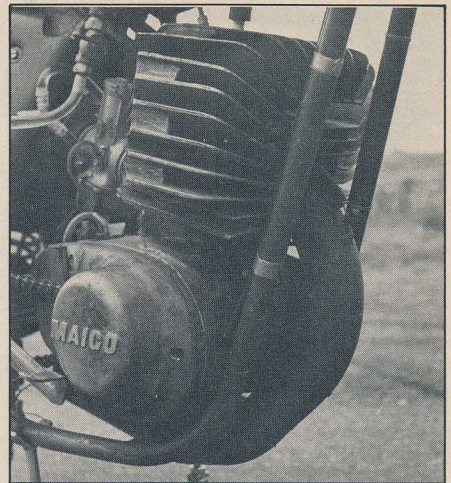
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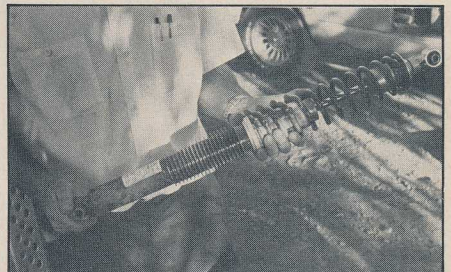
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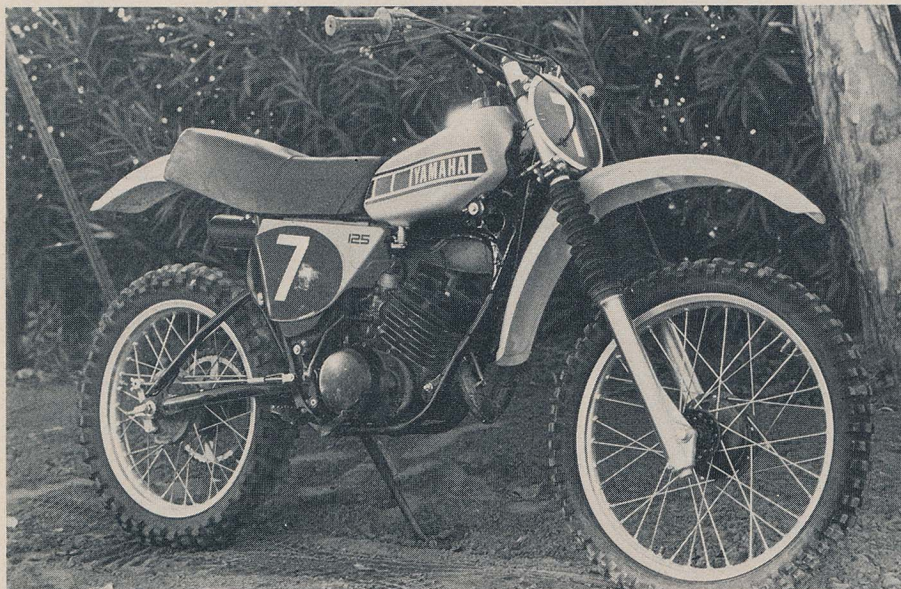
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ON THE COVER: Motocross's favorite dentist, Gerrit Wolsink, hams it up for the Weed camera.

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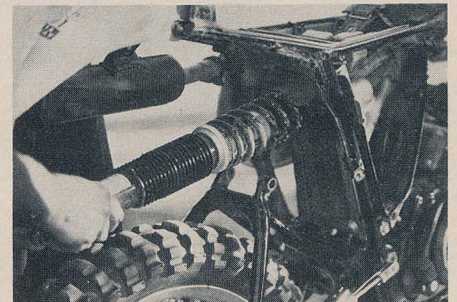


Sue Fish fell instantly in love with the new YZ D. "I need one of these."



Looking for all the world like a bi-wheeled praying mantis, a pre-production 1977 YZ125 greeted the berm-busting wing of the DIRT BIKE staff the very morning of this issue's deadline. Deadlines, being slightly more ominous sounding than their truth has so far borne out, are always adjustable when the enlightenment of the readership of DB is at stake. But, in respect for the plausibility of testing a motorcycle after the theoretical completion of the issue, we have limited our visitation with our first '77 Yamaha to the auspices of an impression.

Once Yamaha dealers across America nudge the last of the '75 and '76 models through their doorways, you will be greeted with this shining new OW replica. In most, in fact many, ways this all-new '77 125 resembles Bob Hannah's water-cooled model.



DeCarbon-style shock can now be easily removed in just two minutes for adjusting spring preload.

Leading axle forks, with spring and air, and a new DeCarbon gas mono-shock support an entirely new frame and swingarm. Between resides a new radially finned motor with most of the appointments common to the works bikes, save water cooling.

Our impression model was a pre-production prototype, the production models being expected on our shores about the time that you read this — late January or early February. Though frame and motor designs are final, there could still be detail changes on the production

As you can see, this is a whole new banana and very similar to Hannah's.

1977 YZ125-D YAMAHA

Pre-production Impression

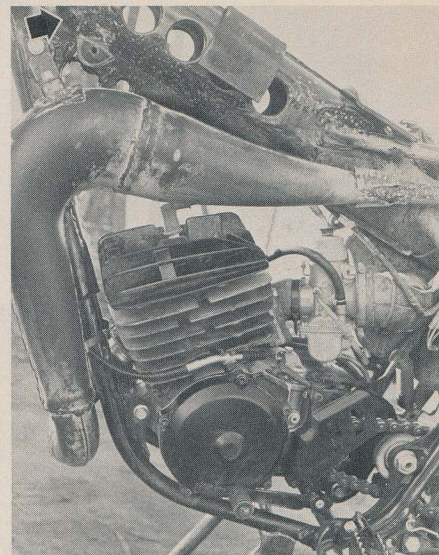


models. In fact, during our time on the bike Yamaha's representative, Ed Scheidler, noted that the chain guide, for one, would be different on the production model.

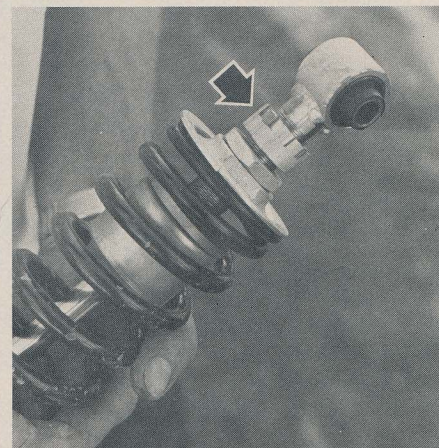
While the 1977 YZ models, in general, will be new from the tires up, they represent far more than a stab in the dark. Piece by piece last year's machines have been redesigned to remedy any faults and improve all areas possible. If our 125 is representative of the entire YZ line, then the Yamaha motocross offering for '77 may be as close to flawless as any manufacturer has yet

managed.

Starting from the front and working rearward, the 125 YZ uses the same front hub laced to a D.I.D rim with a 3.00x21 Bridgestone knob. Forks are completely new, with 36mm tubes and the ever-popular leading axle design. Light springs and 14 psi of air hold them up. Tapered roller bearings are now used to cinch the clamps to the steering head of the new frame. Fork angle is drawn in one degree to 30 degrees on all '77 YZ models. Similar to the newly forked Huskys, the handlebar clamps are angled back-



Shock unit now encased within the top frame tube (shock removed in photo). Compression and rebound dampening are adjusted in unison by inserting a flat-bladed screwdriver into the hole in front of the tank . . .



. . . and clicking this adjusting collar to another of its many available settings.



Improved chassis design allows the use of a single, larger air box and filter element.



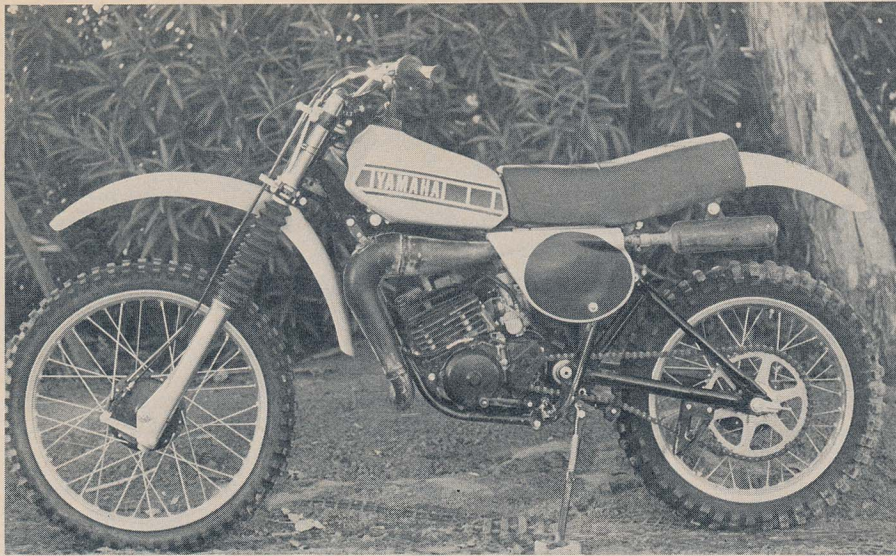
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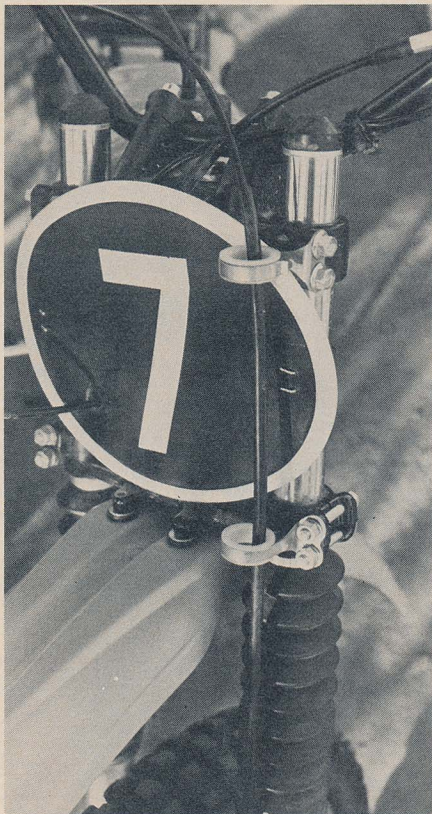
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Wider, longer, sturdier fenders; plush, longer travel suspension; all-new engine with improved shifting; new ease of maintenance; plastic tank . . .



Forks feature rubber-covered, recessed air nipples, good rubber dust boots and nice brake cable routing.

ward to ease removal of the fork caps and springs without removing the bars themselves.

All this attaches to a completely new frame, with a single front downtube that splits just above the exhaust port to allow center cylinder exhaust. One conventional bolt holds a completely new Dr. DeCarbon gas shock located inside the large-diameter frame backbone.



Another links it to the swingarm. By lifting the tank slightly the entire shock can be removed to the rear without touching the seat. Bronze bushings at the rear of the shock are now replaced with maintenance-free rubber silent blocks.

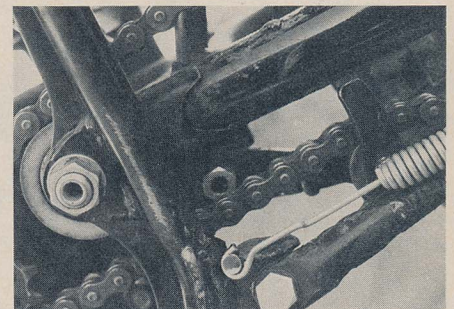
The tank itself is a plastic Hannah replica holding one each GP moto of gasoline and oil. Gas drops through a single petcock into a smaller (from 34mm) 32mm carburetor, which angles out of the cylinder to a single air box system *a la* Husky/KTM. The smaller carb has no particular effect on overall power, but does improve torque ratings over the 1975 model YZ125. A new pipe coupled with wider intake and exhaust ports and a trenched cylinder head cooperate with the smaller carb to significantly tame

YAMAHA YZ125D

Engine . . .	Two-stroke/reed valve/single
Bore x Stroke	56mm x 50mm
Compression Ratio	7.7:1
Carburetor	32mm Mikuni
Spark Plug	Champion N59G
Primary Ratio	71/22 (3.227:1)
Secondary Ratio	51/12 (4.25)
Transmission Ratios:	
1st —	2.461
2nd —	1.875
3rd —	1.500
4th —	1.250
5th —	1.090
6th —	1.000
Fork Angle	31 degrees
Trail	5.47 inches
Ignition	Hitachi internal rotor CDI
Fork Travel	230mm
Rear Travel	230mm
Gas Capacity	1.5 gallons
Claimed weight (no gas):	
	87 kg (192 pounds)

the little whizzer's pipiness.

Don't assume you can bolt all these goodies onto your '75 YZ. Everything is different in the motor department, including cases. This year the cylinder bolts to the cases separately from the new radially finned head. A redesigned rear motor mount, in the European style of floating through the swingarm



Plastic rollers on swingarm and chain tensioner help prevent chain damage.

pivot, represents an additional change in the cases.

Gears and shifting mechanism have been changed, too. Detents are shorter, *a la* CR125, and there is less undercut in the engaging dogs to allow for shifts with power on. Incidentally, our machine shifted as well as any we have ever encountered. Additionally, the ratios themselves are slightly closer, offering some bonus in acceleration from corners.

Though the frame and motor changes are significant, the biggest percentage of changes come in the suspender department, where travel has been increased from slightly over six inches to a full nine inches (230mm) for '77. Of course

Continued on page 87

YAMAHA

Continued from page 39

damping rates have been altered in the forks and the spring/air combination affords great adjustability. And the rear, this too, affords both comfort and adjustability. Knurled knobs now adjust damping on the Dr. DeCarbon system and a threaded ring allows for preload adjustment. Naturally, alternate springs will be available for the monoshock to suit riders above or below the 130-145-pound norm.

Since the DeCarbon shock has no external reservoir, its unsprung weight is significantly reduced, and, coupled to the smaller, spider-web-like swingarm system, overall unsprung reduction can be measured in pounds. On the racetrack the improvement is startling through stutter-bumps and other small repetitive undulations. In case you were wondering, movement up front is also 230 mm.

While the rear wheel flails away and your buns lounge on the new, softer seat, a larger 520 chain connects motor to wheel to ground. A spring-loaded tensioner, with wear-resistant Delrin running block, holds the chain up from the bottom, and a nylon block protects the arm from above. The horsies come out from the back of the knobs of a 4.10x18 IRC. What detritus enters the air during the operation is skillfully shunted by new, extra-wide and long nylon fenders. Should you decide to stand up to get a closer look at things, new pegs will bite the bottoms of your boots voraciously.

**GAS IT UP, GAS IT UP,
BUDDY GONNA
SHUT YOU DOWN**

The filler neck on the new plastic tank is improved, and marks only one of the many improvements in serviceability. Your air filter (singular) comes clean in a jiffy and slips into place without disturbance. Since the gearing is spot-on, the jetting in the ballpark and the tires better than most, why not go for it?

The bike is an easy starter, most



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36	37	38	39	40	86	87	88	89	90
41	42	43	44	45	91	92	93	94	95
46	47	48	49	50	96	97	98	99	100

In order to continue making DIRT BIKE the kind of magazine you want to read, we'd like your help by answering the following questions (circle the letter next to your answer):

1. AGE GROUP

- a) Under 16
- b) 16-20
- c) 21-25
- d) 26-30
- e) 31-40
- f) 41 and over

2. ANNUAL INCOME

- a) Under \$10,000
- b) \$10,000-\$14,999
- c) \$15,000-\$19,999
- d) \$20,000 or more

3. DO YOU OWN A MOTORCYCLE?

- a) Yes
- b) No

4. IF YES, HOW MANY? _____

5. WHAT MAKES DO YOU OWN?

- a) Honda
- b) Yamaha
- c) Suzuki
- d) Kawasaki
- e) Bultaco
- f) Montesa
- g) Ossa
- h) Maico
- i) Triumph
- j) Can-Am
- k) Harley-Davidson
- l) Rokon
- m) Hodaka
- n) Penton/KTM
- p) Husqvarna
- q) other

6. WHAT TYPE OF BIKES DO YOU OWN?

- a) trail/enduro
- b) motocross
- c) street/ trail
- d) trials
- e) flat-track
- f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?

- a) motocross
- b) enduros
- c) trials
- d) flat-track
- e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?

- a) yes
- b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? _____

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?

- a) \$0-\$25
- b) \$25-50
- c) \$50-\$100
- d) \$100-\$200
- e) \$200-\$400
- f) \$400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

- a) competition
- b) technical
- c) new bike tests
- d) personality features
- e) product evaluations
- f) other

1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?

- a) Dirt Bike
- b) Motocross Action (insert letter)
- c) Cycle 1st _____
- d) Cycle World 2nd _____
- e) Cycle Guide 3rd _____
- f) Popular Cycling 4th _____
- g) other 5th _____

often without choke. After a brief warm-up the YZ pulls away smoothly. Not so much clutch slipping as last year and the motor pulls earlier in the rev range. Shifting is superb, the YZ moves from gear to gear with hardly a hesitation on the throttle. In each gear it pulls sooner and seemingly longer.

Effectively, the new powerband makes the YZ quicker. Maybe not much quicker on a start line, but a matter of bike lengths from a slow corner onto a long straight. The more supple rear suspension sticks the tire to the ground better and there is less wheelspin. Maybe it would be fair to say that the '77 YZ has become more businesslike.

Bumps that were bumps in 1976 disappeared this year. Have you noticed how courses seem to get smoother as the years go by? The YZ125 gobbles ground like a long-legged 250, but its lithe 192-pound structure (down six pounds from '76) tippytoes rather than thumpy-thumps over the irregularities. The tires touch down like a campfire girl's incisor on a freshly toasted marshmallow. And then launch again like so many handkerchiefs at a bon voyage. Without question, the YZ125's suspension is as supple and compliant as any this moderately-humble staff has encountered. Good, too.

As with most good 125s, riding the YZ is a rhythm. But a frantic one. Gears must be carefully selected and brakes used in a predetermined program of binder hygiene. The result for the successful is a floating and relaxed sojourn with nirvana. The YZ skips lightly along, its altered rake providing newfound intimacy between front tire and ground, turning inside, drifting smoothly under a full throttle.

Without question your reporters were most impressed by Yamaha's new campaigner. Their pleasure was perhaps exceeded only by the lady riders who accompanied our day of testing. Sue Fish, current 125 Women's Champion on a '76 monoshock, felt that her advantage would be increased once she could get aboard a '77 full time. Without the resources of a more lengthy test, we hesitate to pick a place for the YZ among the competition. Suffice it to say that the YZ will easily pick its own, and its aspirations are hardly modest.