

LARGEST TEST ISSUE EVER: 80s to 600s!

1985 MODELS: ONE SHOCKING HUSKY MXer!

CR-YZ-KX-RM 250 HOP-UP SPECIAL!

DIRT BIKE

DIRT BIKE

AUGUST 1984

WPS
34355

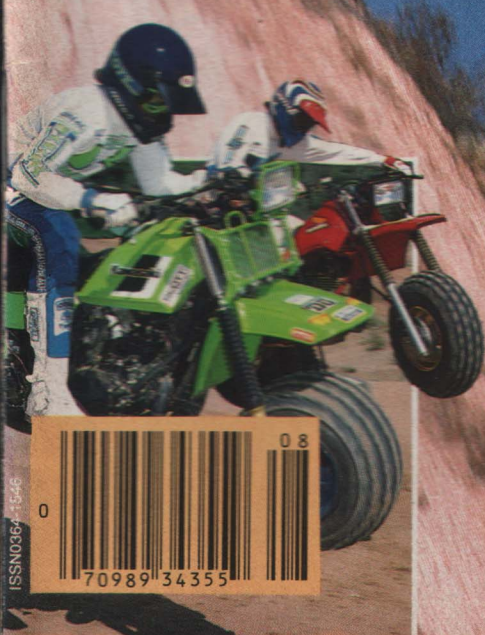
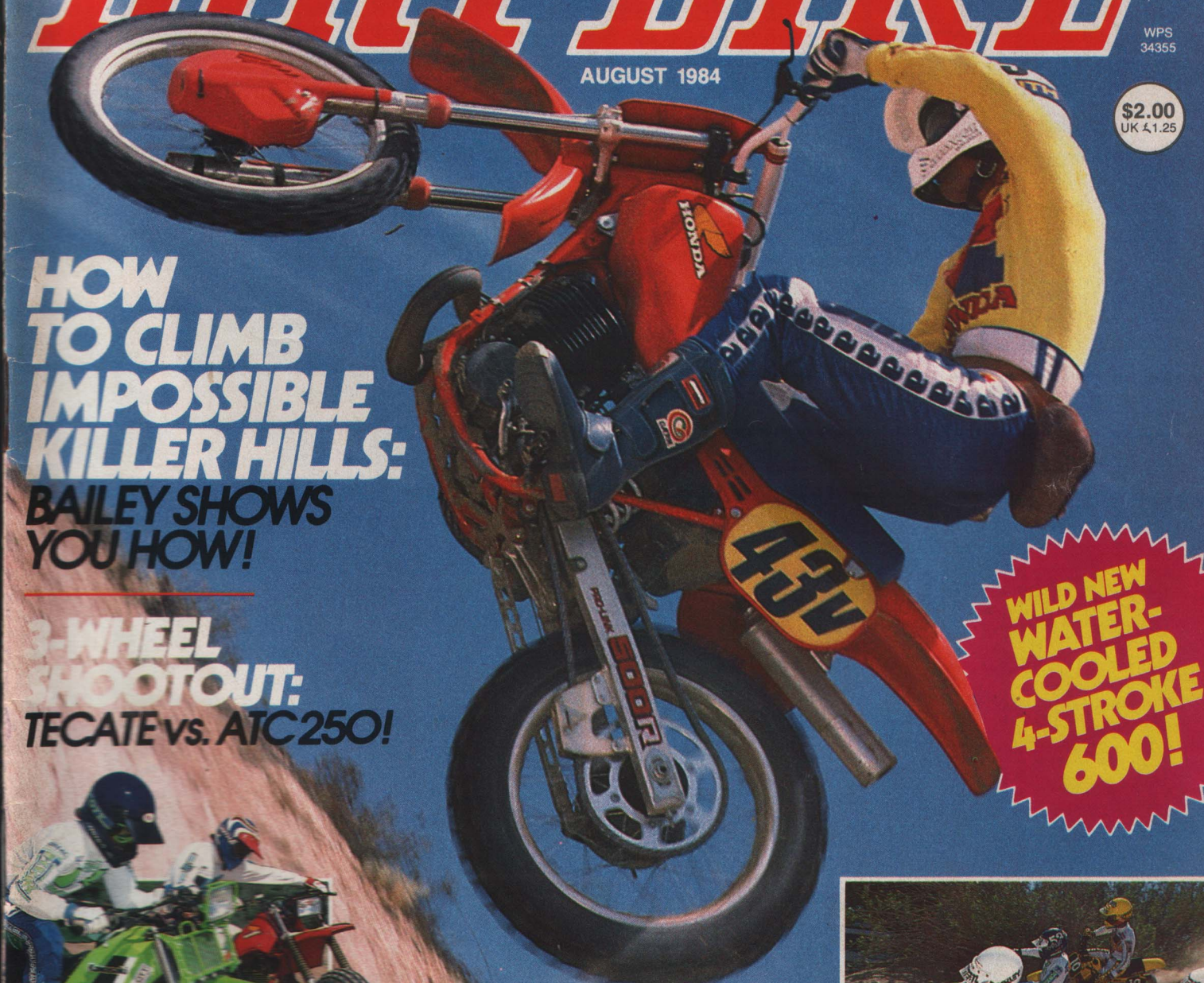
\$2.00
UK £1.25

HOW TO CLIMB IMPOSSIBLE KILLER HILLS: BAILEY SHOWS YOU HOW!

3-WHEEL SHOOTOUT: TECATE vs. ATC250!

WILD NEW WATER-COOLED 4-STROKE 600!

MINICYCLE SHOOTOUT: CATCHING MEGA-AIR ON THE WAY-RAD RIPPERS!



YAMAHA TT600L

WORKHORSE!

Heavy-duty hauler

By the Staff of DIRT BIKE

Though virtually unchanged for the last two years, the Yamaha TT600 has something going for it: Basically, it responds to simple modifications better than any other big four-stroke.

Slap a pipe and a carb on a Honda and you don't get much out of it. Do the same thing to a TT600 and you get an increase in performance that surprises and delights you.

This makes you wonder about two things: Firstly, you tend to be grateful about the low-cost improvements, and secondly, you wonder why-oh-why did they ever strangle the stock setup so much in the first place?

RIDING IT STOCK

Heavy. That's the first impression you get. The power is decent, with enough down low and mid-range to deliver a certain amount of satisfaction, but there's no real gut-wrenching snap to write home to Mom about.

You just *want* more out of the massive 600cc four-stroke engine. You surely *expect* more. Still, one cannot snivel about the sheer acceleration of the TT600, as it will normally pull an XR500 in a basic drag race.

The bike is heavy... too heavy, according to the gastronomically correct *DB* scales, which indicate 280 pounds, with no gas in the 2.9-gallon tank. This places it right in the ballpark with the other big four-strokes in its class.

The Can-Am Sonic weighs 275.5 pounds; the Honda XR500 is the same; and the KTM 504 is heftier at 286.5 pounds. All of them, in our opinion, are 25 to 30 pounds too heavy. The four-speed Husky four-stroke, on the other hand, is slightly under 255 pounds, with no gas in its tank.

When you ride the 280-pound Yamaha, you'll be horsing around with nearly 300 pounds of bike and fuel/oil. You feel it on the rough stuff and when you land from jumps, but when doing what the TT600 does best, you completely forget about the weight.

What the TT600 *does* do best is slide like a fool on flat, twisty fire roads. The steering is decent and the rear end can be cranked out with the power on and left there as the rider does his best imitation of a flat-tracker.



Strong suits of the TT600 are decent turning manners and friendly four-stroke power.



When the TT is pushed hard, the stock suspension is overstressed. Still, for fun play riding it's fine.

Over medium-rough whoops and bumps, the suspension is not bad. It soaks up the medium-sized and small bumps just fine. It'll even take serious bumps all right if you don't pound them with too much speed. But when the TT600 is forced to slam through the serious grinders, the shortcomings of the forks and shock show their glitches.

The forks will clank metal to metal, even with the maximum safe oil level. Heavier springs (optional Yamaha parts) are the answer. You lose some of the suppleness with heavier springs, but if you insist on pushing the TT600 hard, they're a must.

At the rear, a heavier spring is also needed. Luckily, a huge selection of YZ springs

(and even shocks) will fit right on the TT600. You can dial that rear end in with patience and the right spring.

Our suggestion would be to leave the stock suspension on the bike for most trail-riding conditions or woods work. For desert enduros or desert riding/racing, you should go for the heavier suspenders.

MANNERISMS

We found the TT600 a reasonable bike to start—for a big four-stroke. More often than not, it would bang over within three kicks, hot or cold. Every once in a while it would get stubborn and require a dozen boots, but this was not the norm.

At lower trailriding speeds, the TT600 is

WORKHORSE!



The General aquaplanes the TT600 to test its waterproofing. It passed with floating colors.

plenty smooth to make riding easy. There's no jerking around from weird power pulses. Plenty of mid-range lets the rider shift early and the TT600 does not protest when forced to rev out.

We spent some time playing around climbing hills with the big white TT600, and as long as there was reasonable traction, it comfortably conquered anything we tried.

On soft sand hills, the rear tire tended to dig in much easier than we would have liked. A hefty slab of rubber (one of the big footprint Metzlers) would really help in the loose stuff.

Shifting was notchy at first but loosened up with time and a few oil changes.

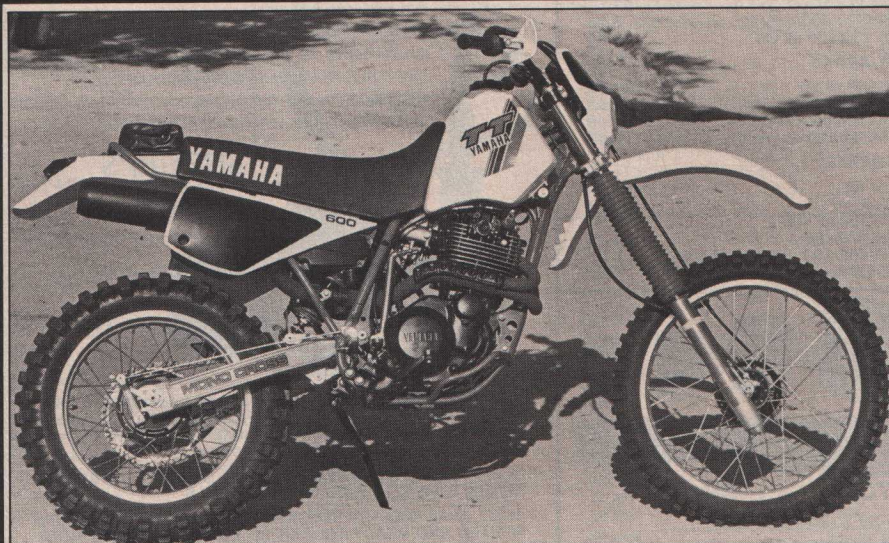
The low saddle height was appreciated by shorter riders. Brakes were super, with the front stopper being almost as strong as a disc.

Nice touches include a tool bag, odometer and hand protectors. Bash bars help keep rocks away from the cases.

DRAMATIC PAUSE...AND OUR OPINION

Although not an amazing four-stroke bristling with technology, and more than a bit heavy, the Yamaha has no real serious flaws. The engine is stone-ax reliable, seems to have a bulletproof clutch that will take all manner of abuse, and is a relatively easy bike to start and ride.

No magic. No finesse. Just a rock-solid, decent bike with a lot of potential...one that you can beat on for a long time without worrying about. □



YAMAHA TT600L

Engine type	..... Air-cooled, 4-stroke single, SOHC
Bore and stroke	..... 95mm x 84mm
Displacement	..... 595cc
Carburetion	..... Teikei Y27PVX1
Fuel tank capacity	..... 11 L (2.9 gals.)
Lubrication	..... Dry sump
Gearbox ratios:	
1	..... 30/13 (2.367)
2	..... 27/17 (1.588)
3	..... 24/20 (1.200)
4	..... 21/22 (0.954)
5	..... 21/27 (0.777)
Gearing, front/rear	..... 14/50
Ignition	..... CDI
Recommended spark plug	..... NGK DPR7EA or DP7EA
Silencer/spark arrester	..... Yes/yes/very quiet
Wheelbase	..... 1485mm (58.5 in.)
Ground clearance	..... 300mm (11.8 in.)
Seat height	..... 935mm (36.8 in.)
Rake/trail	..... 28°/130mm
Wet/weight, no fuel	..... 280 lbs.
Tire size and type:	
Front	..... 3.00 x 21
Rear	..... 4.50 x 18

Suspension, type and travel:

Front ... 43mm KYB forks, air/oil, 300mm (11.8 in.)
Rear ... Monocross, single KYB, adjustable, 270mm (10.6 in.)

Intended use

..... Off-road, enduro

Country of origin

..... Japan

Retail price, approx.

..... \$2399

Distributor/Manufacturer:

Yamaha Motor Corp.

6555 Katella Ave.

Cypress, CA 90630

Overall rating of bike, keeping intended use in mind:

Handling Good

Front suspension Good

Rear suspension Good

Power Very good

Cost Good

Attention to detail Very good

Effectiveness, stone stock Good

This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines is a meaningless exercise in futility.