

KAWASAKI KDX200: ANYTHING ELSE IS A HANDICAP!!

DIRT BIKE

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DIVE!! HOW TO HANDLE DOOMSDAY DOWNHILLS!

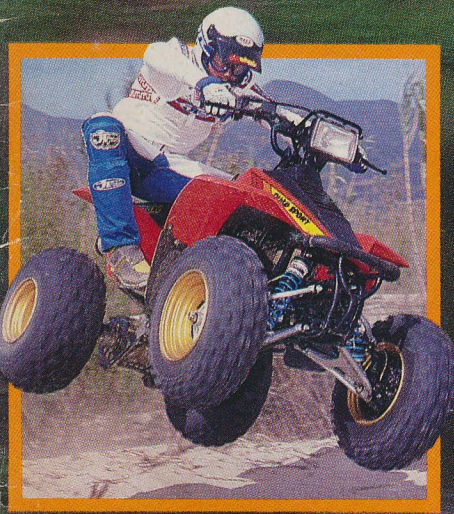
MAY 1985

\$2.00
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**YZ125:
WHAT HAPPENED?**

**4-STROKE
FEVER SWEEPS
DESERT: ATK 560
RULES THE
WEST!**

**ALL-NEW
KX250:
WHICH
WORKS
REPLICA ARE YOU
REALLY GETTING?**



**QUADSPORT:
WILL THE 3-WHEELER
BECOME EXTINCT?**

HOW TO MAKE THE FASTEST 125 EVEN FASTER!



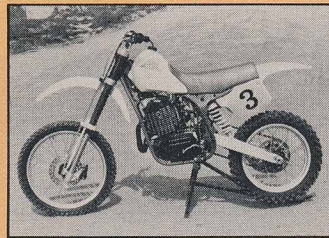
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ANAHEIM



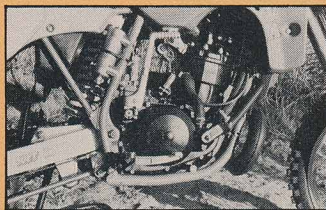
ATK560



YZ125



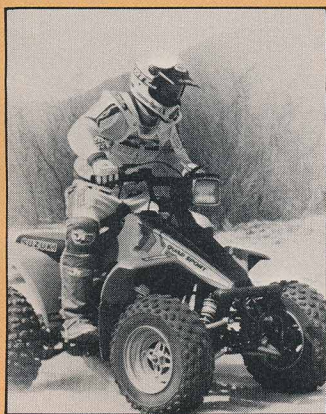
DOUBLECROSSED



CAGIVA 500MX



KX250



QUADSPORT



KDX200

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ON THE COVER:—Todd Peterson approaches apogee on the YZ125, styling for the camera of Fran Kuhn, one of Clipper's home boys from Philadelphia. Also, Kevin Sirois gets serious on the QuadSport, while the late lamented Tom Webb controls the shutter. Color separations by Valley Film.

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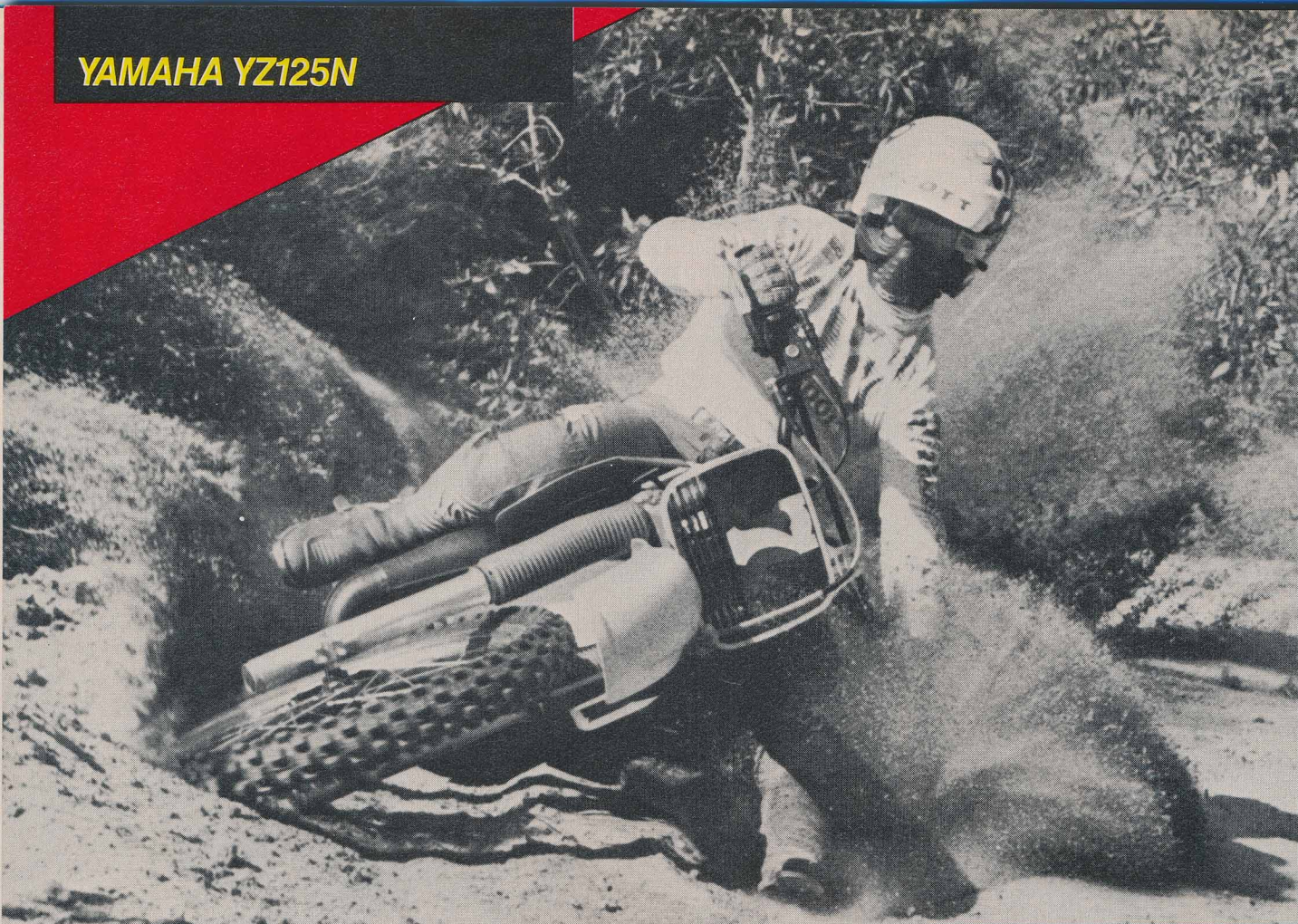
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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.



DIFFERENT COLOR, SAME STORY

In search of 1983

By the Staff of DIRT BIKE

“We will not have a slow 125 in 1985.” —Kenny Clark, Yamaha Racing team manager, late in 1984.

Hmmmm. Mr. Clark emphasized that phrase to the *DB* staff in a phone interview. He was most enthused about the upcoming new YZ125 after extensive testing had been done in Japan with prototypes during the latter part of the year.

Sadly, we must report to Mr. Clark that somewhere between the proto stuff his team tested and the assembly line, well, someone lost the horsepower.

In actual fact, the YZ125 is a little more powerful than it was last year. When you consider that it was far and away the slowest of all the 125s, a little bit of pony gain is simply not enough.

WHAT DO WE HAVE HERE?

We have a better-suspended, better-stopping, better-turning and better-handling slow bike, that's what we have. The latest YZ125 delivers a small jolt of power right off

the bottom and through the mid-range, but it signs off with a tired sigh just when you expect it to break the rear wheel loose with some fun revs.

In short, just like last year, it makes a lot of “horsepower noise,” but delivers rather mediocre actual horsepower. You can make the YZ turn some decent lap times, but you'll work your butt off in the process. And you'll do it from behind, too, as the KXs and the CRs will eat you alive before the first turn.

THE RIGHT STUFF

All is not lost, though, as the YZ125 does have some strong points. It's easily the best-handling, straightest-tracking YZ made. The bike is fun to ride and responds well to rider commands. With phenomenal brakes, good shifting, easy clutch pull and light weight to aid you, wringing the last ounce out of the YZ is simply a matter of keeping on the gas and finding the right gear to get the most out of the little bike.

It jumps well with nice neutral balance,

turns aggressively with a blast of power to help the front end around, and tracks as straight as you could ask a feathery-light 125 to do.

Braking deserves a special note. This YZ, as with the 250 and the 490, is equipped with the BASS system, a small mechanism that reduces that compression damping when the rear brake is actuated. Opinion is divided as to whether or not the BASS is worthwhile. On the 125 it seems to be very effective. Possibly it's because you have to dive into turns harder and deeper on a 125 than with the bigger bikes. Whatever the reason, the stopping power of the 125 is possibly the best of any small bike we've tested to date.

WHICH LEAVES US SEARCHING FOR SOME MUSCLE

All is not lost. If you're a YZ125 fan, you can make the bike much faster. Yamaha is in the process of releasing some of its excellent *Wrench Reports* on how to make the 125 go faster. We plan to do these modifications to





our YZ soon and pass on the results to you. Meanwhile, the accessory houses are doing big business with pipes, carbs and porting goodies for the 125.

It must be working at least reasonably well, because we've seen any number of YZ125s getting good starts at pro level. These, of course, are highly modified machines. In the novice classes, where many of the racers are running stone-stock bikes, there's a sea of red and green in front of the white YZ.

BITS AND PIECES

Many riders opt for lower bars on the YZ125 in order to let them get forward in a more natural position. We tried some Answer RH III bend bars cut to exactly 31 inches and found them delightful.

Those stock tires will work well while they're fresh. Consider a 4.10x18 Metzeler at the rear later on, and whatever else you're fond of up front.

Plastic in previously weak areas has been beefed up. You won't have the side panels and fenders cracking quite so easily on the white YZ.

Which brings us to the color change. After a decade of begging for white Yamahas, many owners are now crying that the bikes look real old very early in the game. Might we suggest the use of some old-fashioned kitchen cleanser to get rid of the scruff marks? It can make that white plastic look like new again.

Heavy use of the clutch is a must with the average pony output.

Wheels held up well, and after three rides, the spokes quit loosening.

Our rear sprocket wore rapidly, and a quick check with a Judge showed that the chain was past the wear and stretch limits after four rides.

Starting took a half-dozen quick prods when cold, and two or three kicks when the bike was warmed up.

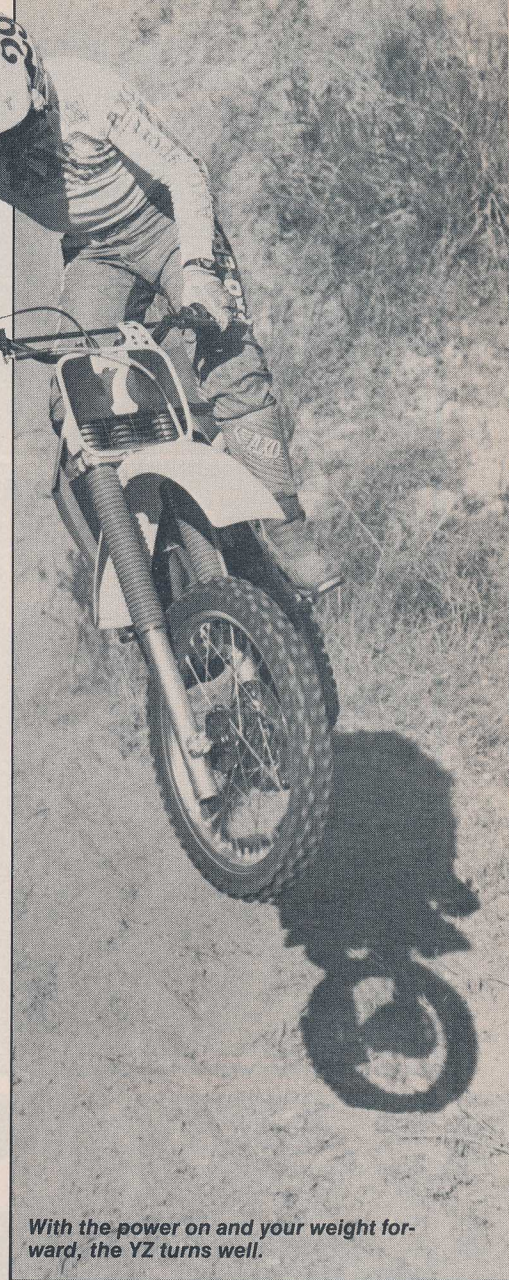
Carburetion was spot-on as delivered, but the plug was showing a reading on the dark side. Going to a leaner main jet did not seem to make any difference in the performance. We ran Yamalube at 30-to-1 all during the test.

Service on the bike is generally easy, with a decent airbox and a sizable filter.

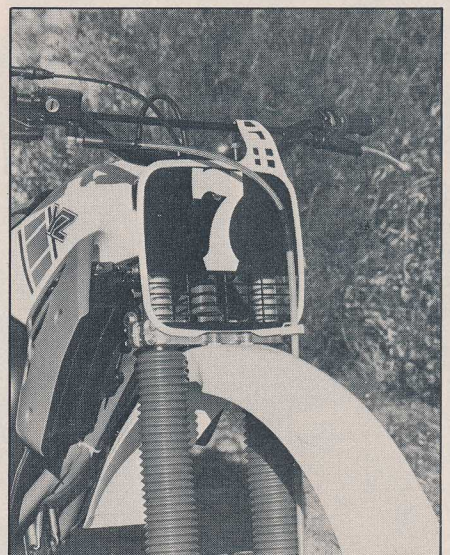
Shock damping adjustments are easier on the YZ than any other bike around, but removing the shock will require detaching the BASS system, which adds another ten minutes to the job.

A LONG, HARD LOOK

Yes, the 1985 YZ125 is a better bike than last year, but most of the other 125s have gotten better and stronger, too. The already super-strong KX125 has received yet another jolt of horsepower, and the Honda is definitely in the speed hunt.

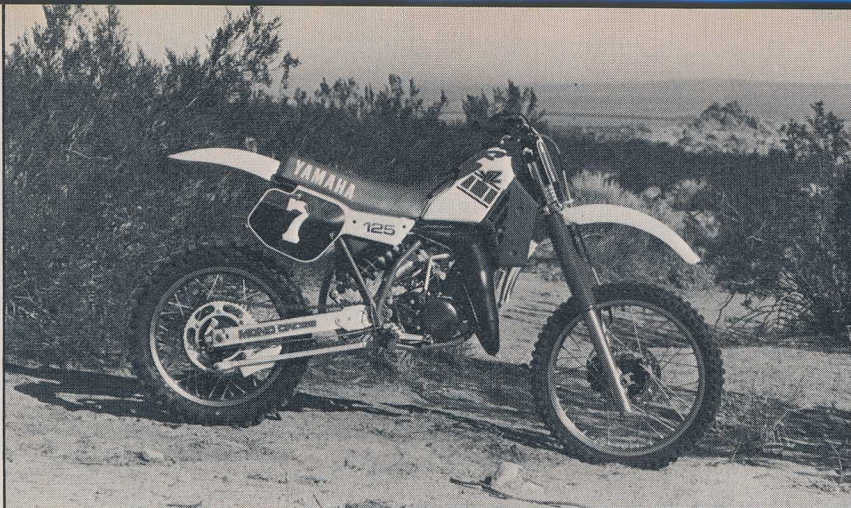


With the power on and your weight forward, the YZ turns well.



Front numberplate cooling slots let extra air pass to the radiators, but this prohibits the use of larger numbers.

YAMAHA YZ125N



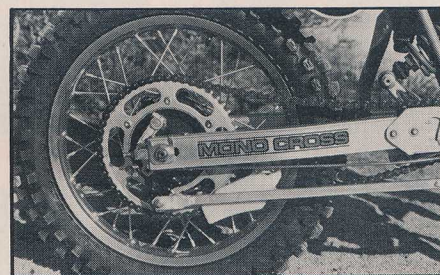
Revised pipe and porting increase the power over the 1984 model, but not enough. Close, but no hand grenade.

YAMAHA YZ125N

Engine type	Liquid-cooled single 2-stroke	Wet weight, no fuel	198 lbs.
Bore and stroke	56mm x 50mm	Tire size and type:	
Displacement	123cc	Front	90/90-21 Bridgestone M37
Carburetion	34mm Mikuni	Rear	120/80-18 Bridgestone M38
Factory recommended jetting:		Suspension, type and travel:	
Main jet	250	Front	43mm KYB telescopics, air-oil, adj. comp./300mm (11.8 in.)
Needle jet	Q-4	Rear	Single KYB Monocross, BASS system, adj. comp./reb., 310mm (12.2 in.)
Jet needle	6F21-3	Intended use	Motocross
Pilot jet	60	Country of origin	Japan
Slide number	2.5	Retail price, approx.	\$1949
Fuel tank capacity	7.5 L (1.98 gals.)	Distributor/Manufacturer:	
Lubrication	Oil in gas at 32:1, Yamalube R	Yamaha Motor Corp.	
Gearbox ratios:		6555 Katella Ave.	
1	2.462:1 (32/13)	Cypress, CA 90630	
2	1.857:1 (26/14)	Overall rating of bike, keeping intended use in mind:	
3	1.500:1 (24/16)	Handling	Very good
4	1.250:1 (25/20)	Front suspension	Very good
5	1.105:1 (21/19)	Rear suspension	Good
6	1.000:1 (20/20)	Power	Fair
Gearing, front/rear	12/52	Cost	Good
Ignition	CDI magneto	Attention to detail	Excellent
Recommended spark plug	NGK B9EG, Champion N-84 (G), N-59G	Effectiveness, stone stock	Fair
Silencer/spark arrester	Silencer only, loud	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.	
Wheelbase	1450mm (57.1 in.)		
Ground clearance	350mm (13.8 in.)		
Seat height	930mm (36.6 in.)		
Rake/trail	27.67°/116mm (4.57 in.)		



One of the finest stoppers in the land can be found here. Brake action is super strong, yet predictable.



The Monocross rear end does a decent job on the track, and the BASS system seems more at home on the YZ125 than on the bigger YZs.



Low saddle height makes shorter riders feel at home and taller riders look for a place to put their knees.

Sure, you can modify the YZ until it delivers competitive 125 class horsepower, but think how the Honda or the Kawasaki would run with an equal amount of money and energy invested.

When you consider that most of the 125s are priced within a few dollars of each other, it's hard to justify spending the money on the YZ.

Next year they ought to go back to the yellow plastic of 1984, and perhaps the horsepower of 1983. Sorry, Mr. Clark. You're going to have to wait another year for the fast 125 that someone promised you. □