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Motor Cycle News

WORLD'S TOP-SELLING MOTOR CYCLE NEWSPAPER
No 1380 Wednesday May 12 1982 35p

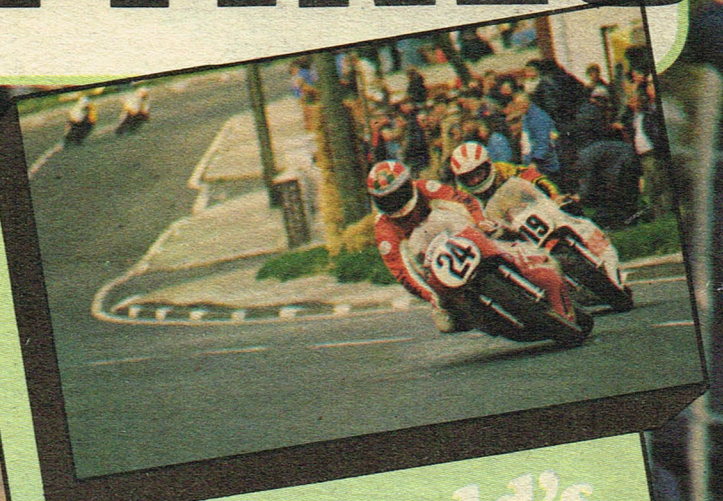
Schreiber tops Scottish — 15-19

NOGARRO

REBELS

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FACE FINES



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Moto cross treatment for Yamaha enduro

YAMAHA'S latest moto cross technology has been applied to their street-legal 171cc enduro machine.

This made the machine a star of the show when Yamaha launched their new four-bike IT enduro range at a Shropshire test track last week.

New suspension and new crankcases for the tough two-stroke make this '82 model just £140 more expensive than last year's bike at £1,219.

The new bottom end is based on the water-cooled YZ125 competition unit, with an air-cooled barrel bolted on top. This 66mm x 50mm engine, with a 6.4:1 compression, develops 25bhp at 8,500rpm, with torque peaking at 7,000rpm.

This means just a little more grunt than last year's bike, but suspension has been revised from front to back.

Replacing the cantilever rear set-up still used by the 125, 250 and 465 enduros is Monocross — which means rising rate springing and about an inch more movement.

Beefier front forks give

by Terry Snelling

about 10.5 inches of wheel movement to match the travel of the rear 18 inch wheel.

Yamaha sell the IT bikes as "street legal" and claim they even meet the noise regulations.

They are now in the process of making aluminium fuel tanks to replace the standard plastic items, which would be illegal on the roads.

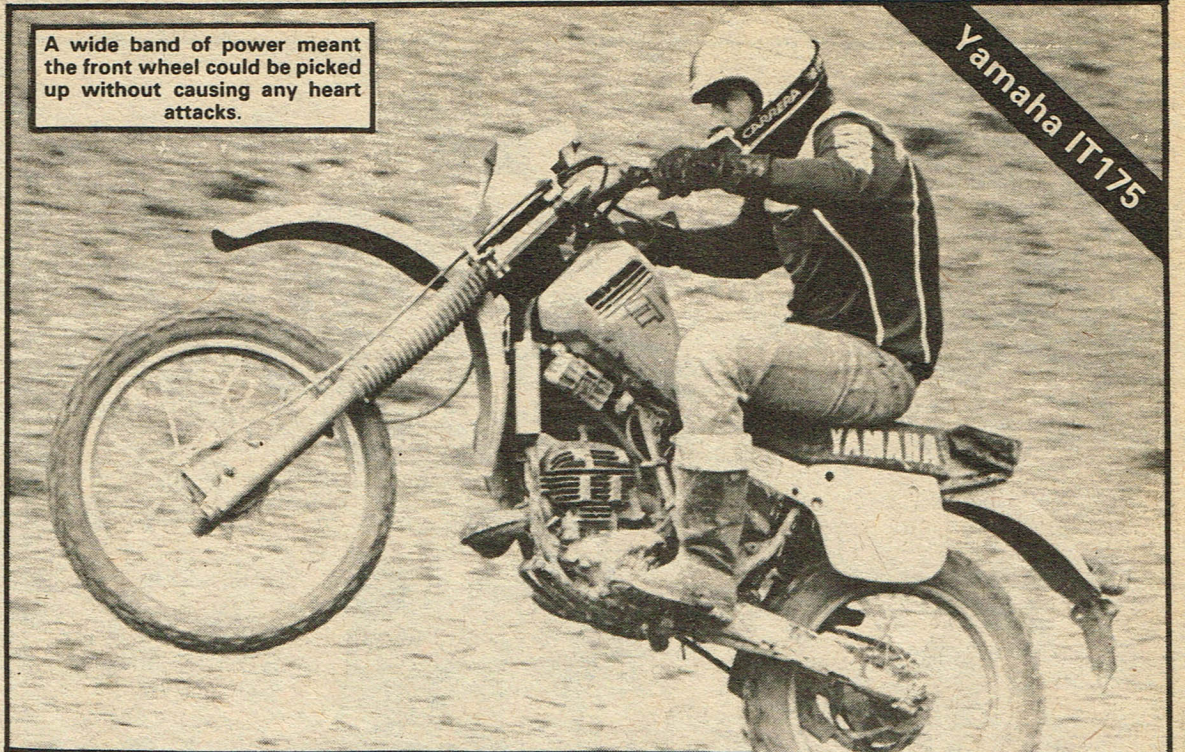
As a newcomer to the enduro tracks, I was very impressed by the IT175, which probably speaks vol-

umes for the easy-handling nature of what is basically a competition mount.

A wide spread of power meant it didn't have to be peaked through the gears to stay in a power band. Despite going much faster on this than with the DT125LC, XT125 and XT550 the suspension and handling was so good that I stayed aboard. Can't be bad!

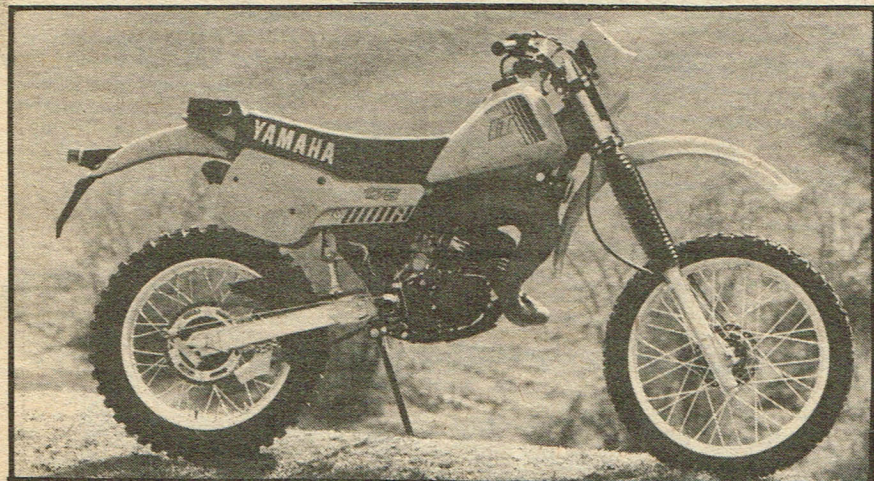
One ride on this 220lb bundle of fun is enough to get any rider signing up for the next enduro.

A wide band of power meant the front wheel could be picked up without causing any heart attacks.



Yamaha IT175

Street-legals



Lean and lightweight, the IT has a distinctive profile due to the new Monocross rear suspension — part of the linkage can be spotted in front of the rear wheel.

OUR pictures show the two sides of the XT550 — the rocky stream bed, where it was a real handful, and the

open grass, where it was in its element.

The big four-valve four-stroke spat me off several

times through nadgery sections, mainly by stalling at crucial points. First gear was simply too high.

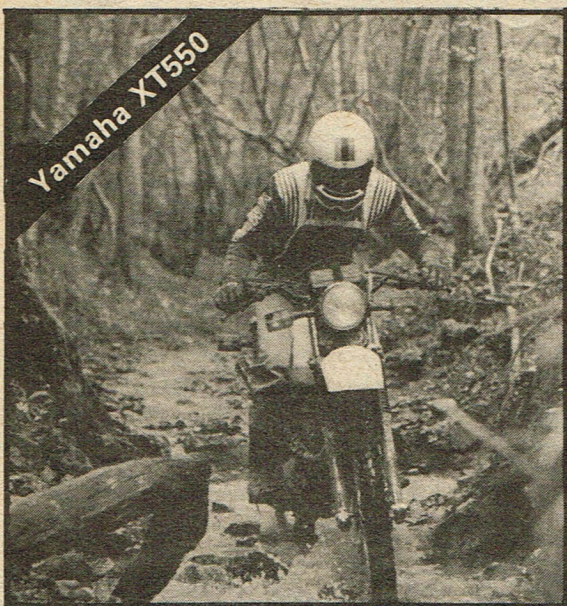
Its 38bhp engine delivered a lot more poke than was required — usually resulting in an embarrassing wheelie out of some ditch.

And this was despite the fact that the 550 has two carbs — a slide type fitted for slow speed running and a CV type which should come in from half-revs upwards.

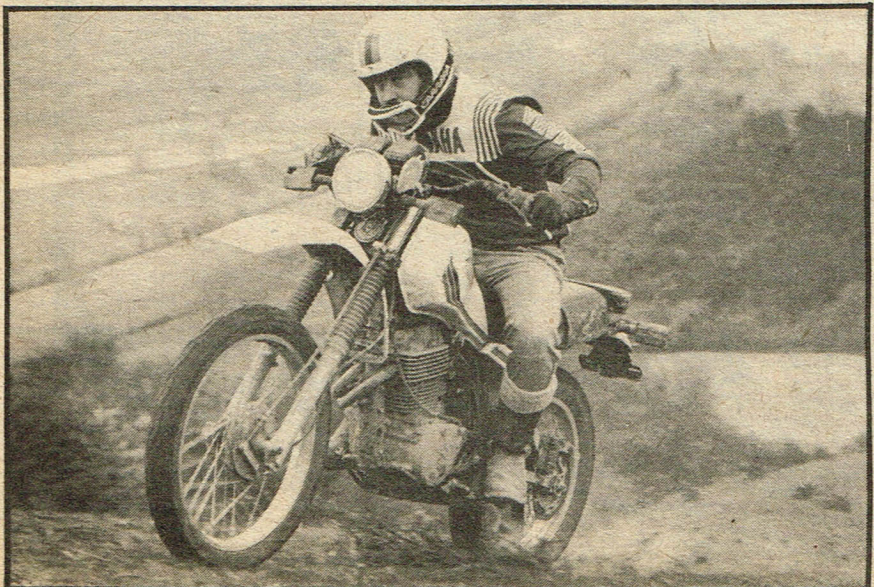
The bike has been slimmed down by some 20lbs from last year, even though the engine has gained a balancer shaft and dry sump lubrication.

This is a very sophisticated bike, making an excellent roadster and OK for the open trails. But even at under 300lbs, it's too heavy to pull out of mudholes. Price is £1,333.

My favourite dirt bike at the session? Undoubtedly the DT125LC. Great fun — and it's on full test soon.



Yamaha XT550

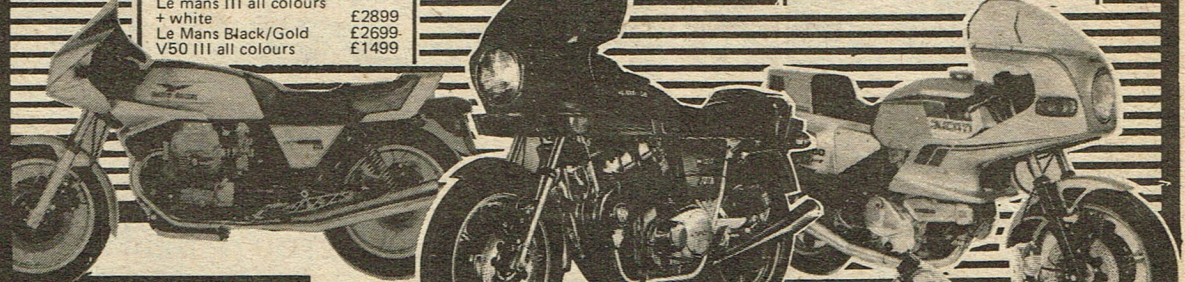


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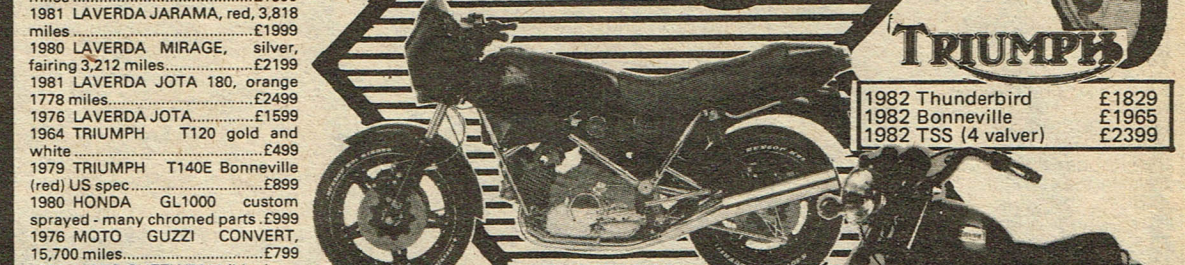
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