

# T+MX News

## SPECIAL FEATURE



Japanese trials Champion Mazaya Yamamoto (left) poses with the attractive monoshock Honda development bike and his factory technician Kazutoshi Nakano.

# MONOSHOCK MANIA —HONDA HIT BACK!

Mazaya Yamamoto, 1983 Japanese trials Champion and current series leader recently arrived in Europe for training sessions with World Champion Eddy Lejeune and brought with him the very special development Honda 250 fitted with a variation on the Pro-Link rear suspension.

The engine is loosely based on the TL200 powerplant although with major alterations. The capacity is a full 249cc and this is arrived at by a bore and stroke of 70 64.9. A completely new head and barrel are employed with the head having a new design of combustion chamber served by larger valves which in turn are operated by a redesigned rocker system.

The lubrication is via external oil pipes with the provision for an oil cooler.

The ignition casing is very small and neat with the sender unit mounted on

top of the crank case. Gear ratios are similar to the alternative close ratio cluster currently available as an alternative for the TL200.

Twin down tubes are utilised along with a comprehensive bashplate whilst the rear subframe is detachable to allow access to the horizontally mounted rear shocker.

Yamamoto's bike features several novelties like magnesium castings for the fork legs and yokes whereas the production version will revert to aluminium.

Production version? Yes, but not yet... although the latest talk is for production late this year with sales early in '85.

The Monoshocker will be a very real threat to the Yamaha TY250L on the production front and is very light, although no official figure is available yet.

Riding impressions are very promising with a very light-low feel thanks partly to a low level seat. The engine sounds like a four stroke but revs like a two-stroke with much quicker power than the TL200. The

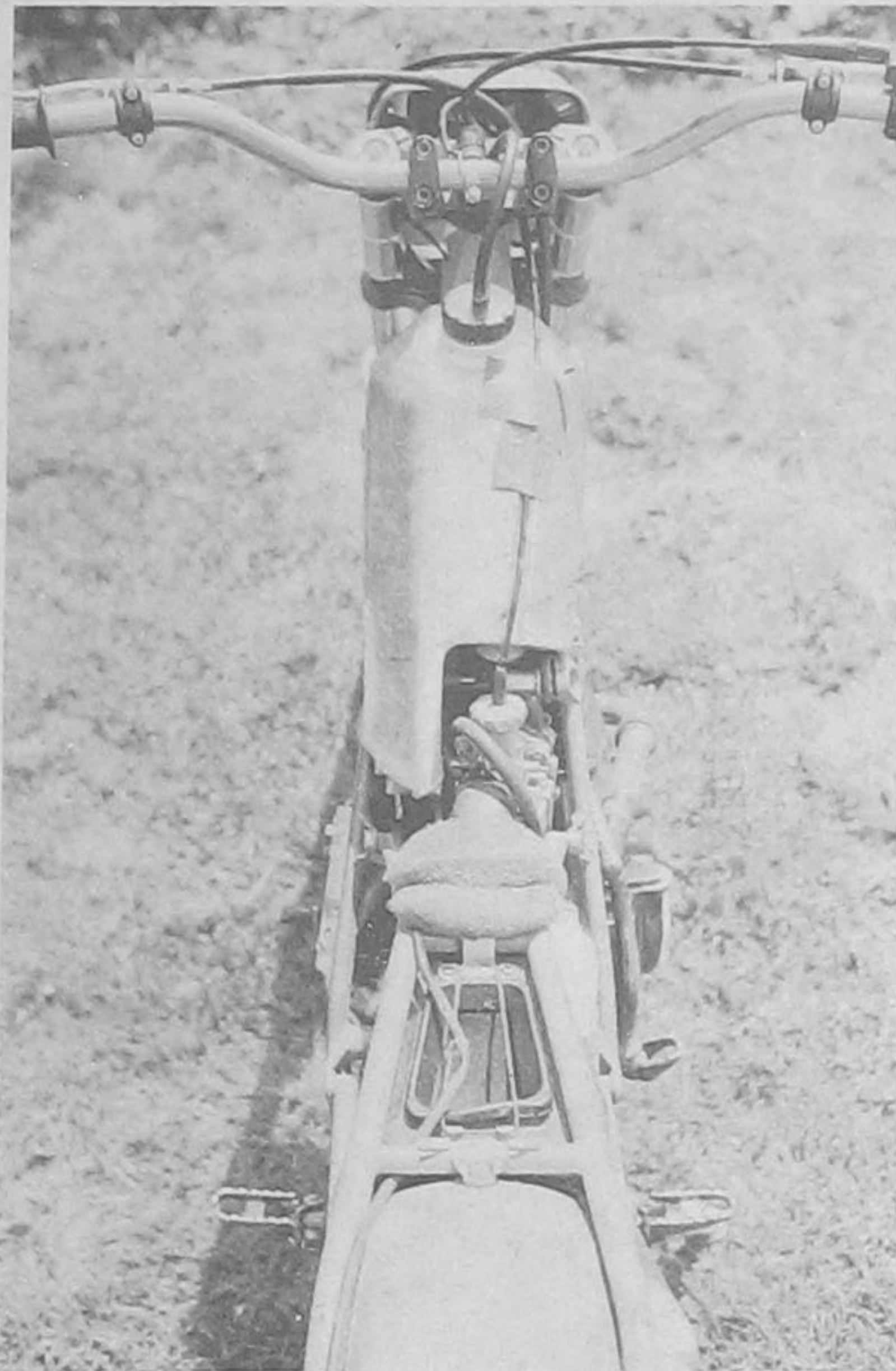
only problem on the test bike was the engine tending to cut out when given a big handful of gas when it was hot. A common four-stroke trait and one not unknown to Honda. The early 360 works bikes were afflicted with this nasty habit.

The rear suspension looks like being a huge success making sections easier for riders of all abilities with the rear wheel reluctant to rebound into the air when smacked into vertical rock faces,

although Lejeune could make it deviate on some of his personal practice nasties...

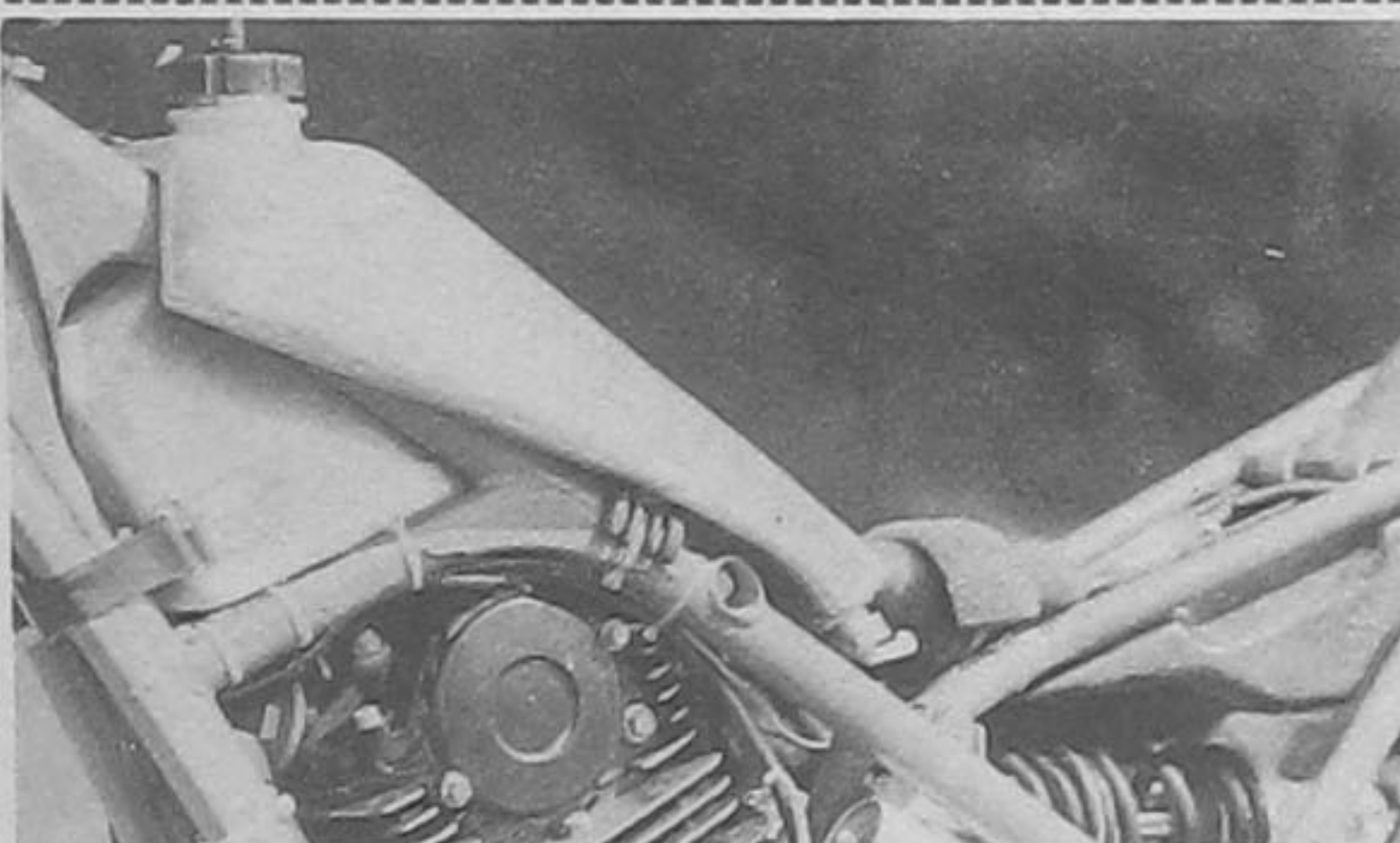
It is difficult to say whether the Pro Link is progressive or if the action is just a gift from heaven!

If the production bike follows the prototype closely with the same balance, weight and throttle response then Honda lovers and four-stroke lovers in general will probably find the Japanese beauty to be just their kind of bike.

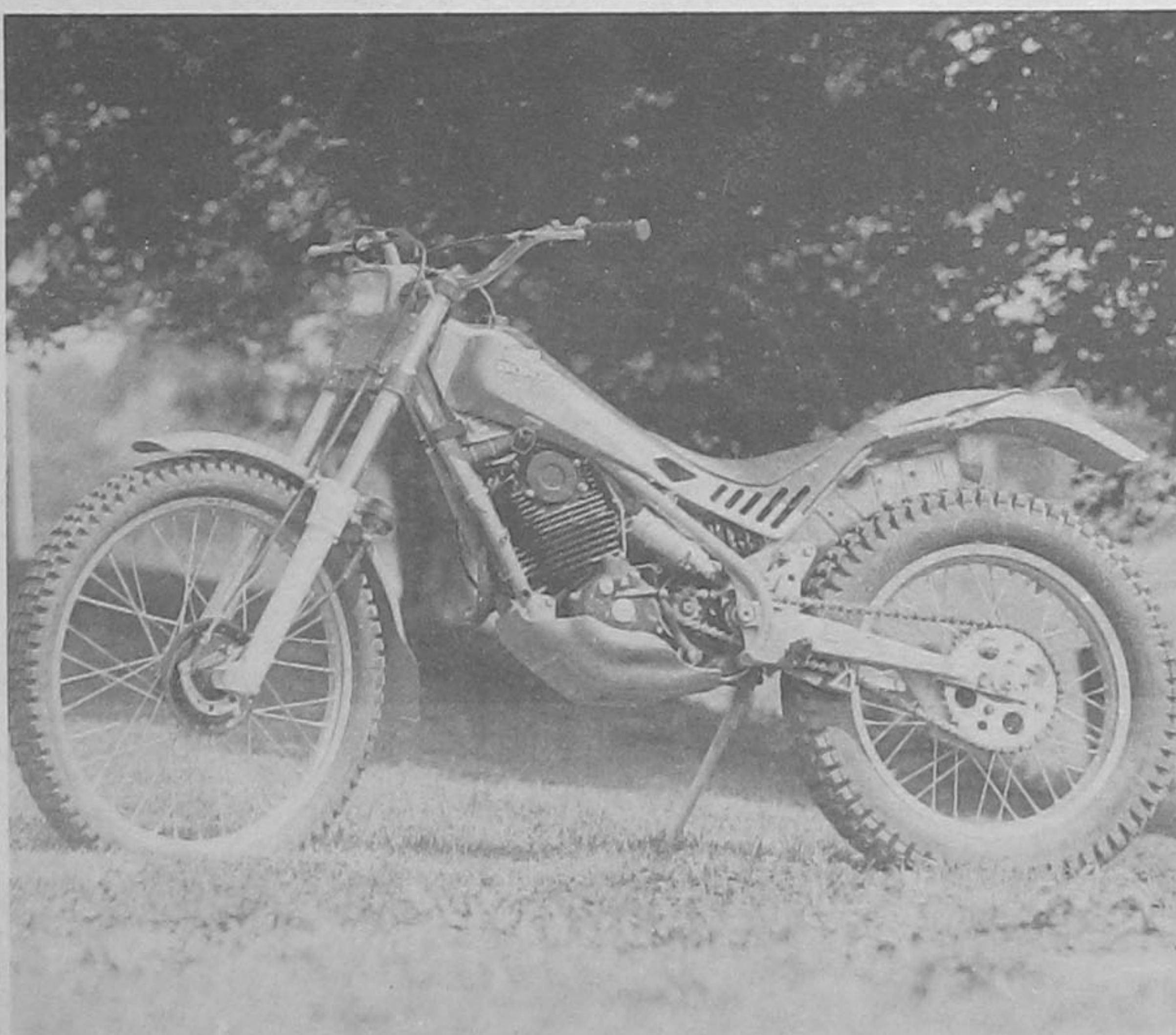


The engine unit is very compact with very little sticking out to snag on the scenery. Yamamoto's bike features an aluminium tank hiding under a slinky outer skin.

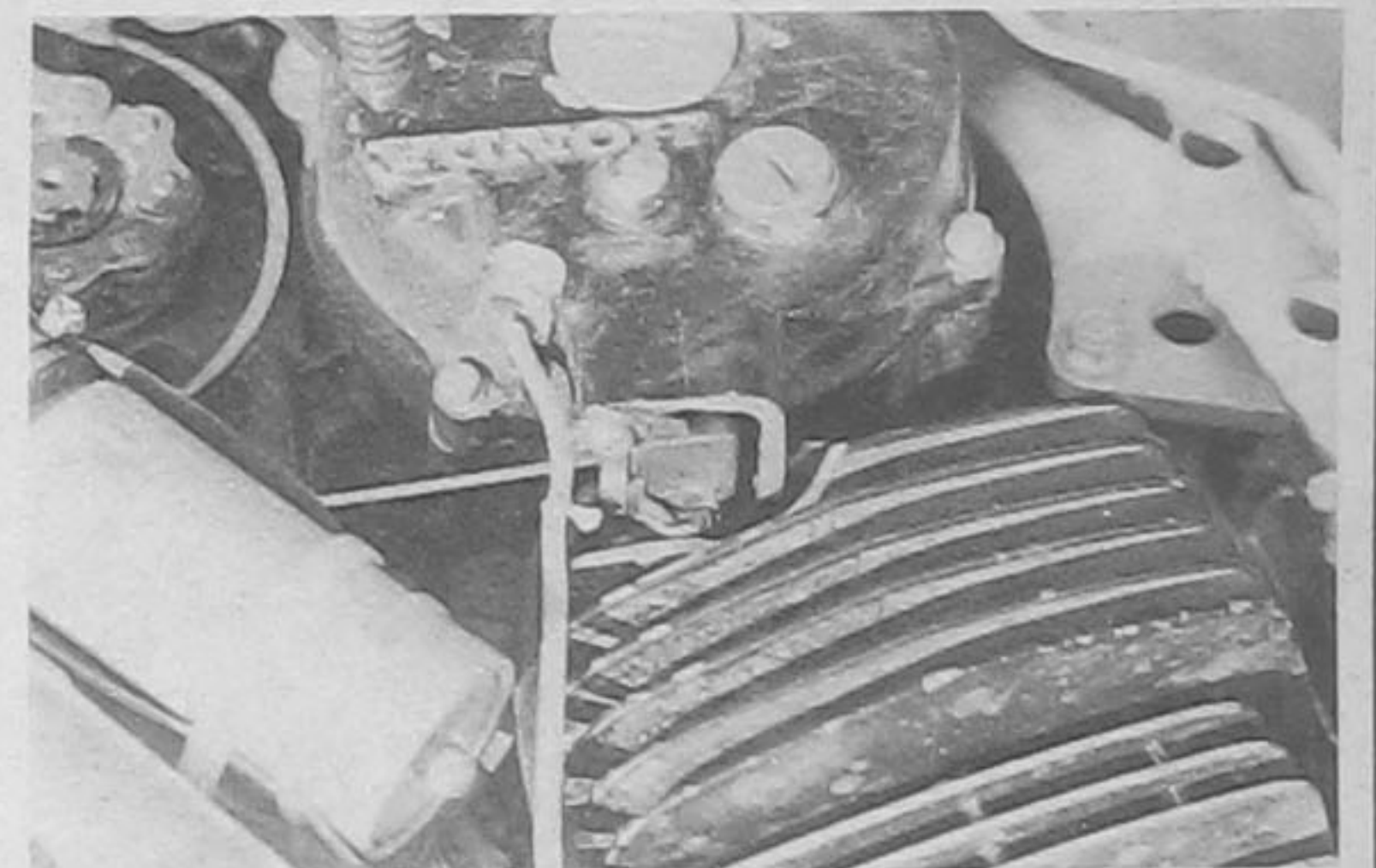
T+MX's continental correspondent Michel D'Awans paid Eddy Lejeune a visit last week to ride and photograph the pre-production 250 single shock Honda trials bike.



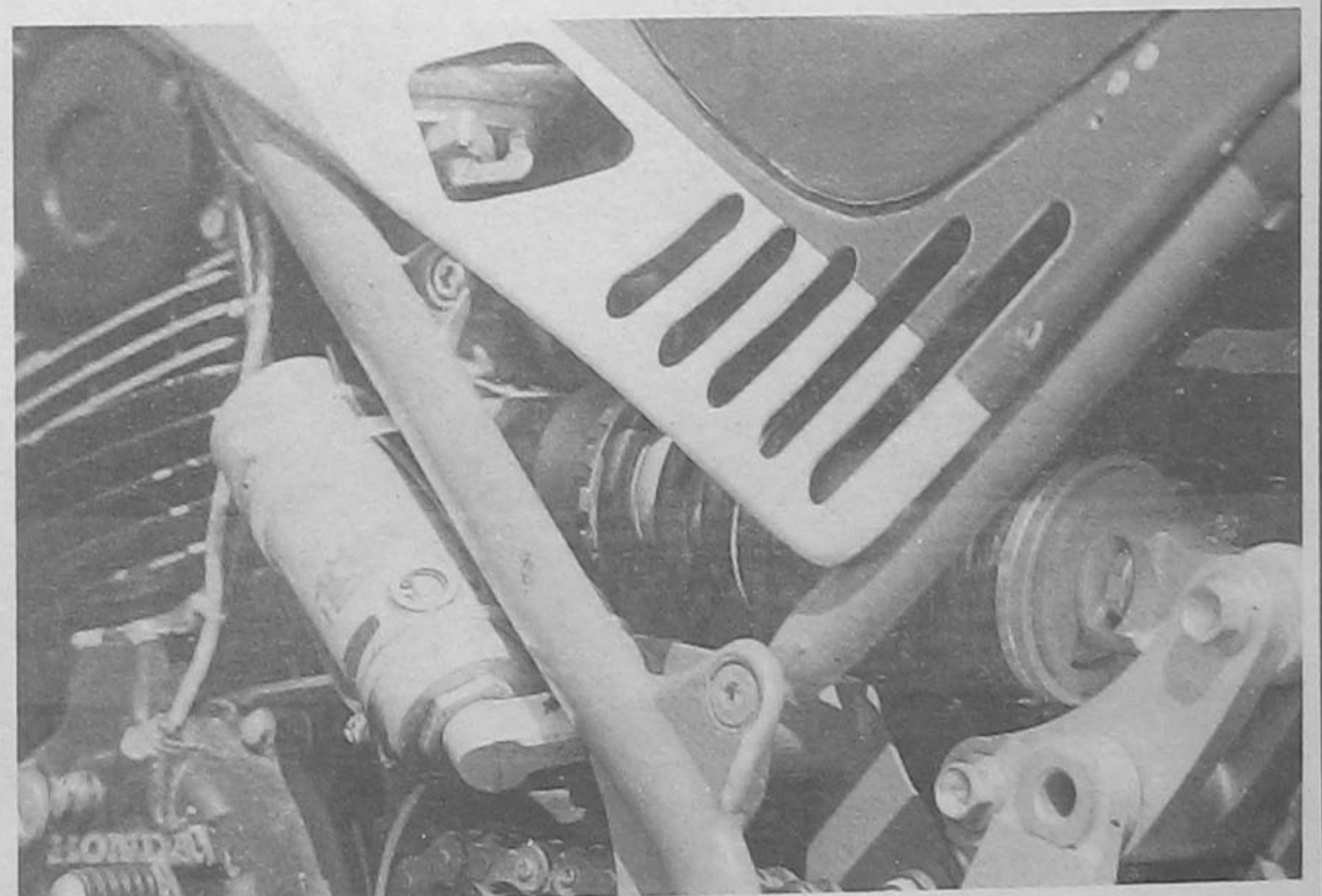
The ally tank is a shade on the complicated side fitting very neatly around the steering head and frame tubes.



T'other side of the Honda shows the low seat height and general compactness of the unit as a whole.



The ignition cover has been kept very slim with the ignition sensor mounted on top of the case. Note the cutaway fins on the barrel to clear 'funnel' in case.



The rear shock lies horizontally and operates through a linkage. The special damper is adjustable and utilises a remote reservoir mounted 'outboard' on the frame tube.