

SEPT.-OCT. 1983 \$1.50 (\$2 NZ)

Reg'd by Aust. Post publication No. VBP 1542

# trails & track

**tests:**

**HONDA XLX 250**

*XL - 'ncy grows a carb*

**XT 600 YAMAHA**

*"Bowser drainer"*

**600 MX YAMAHA**

*"Rac'in thumper"*

**IT175 L / COOLED**

*Aussie waterbottle*

**MR MOTO-CROSS**

*Qld and NSW rounds*





# CONTENTS

No. 118. SEPT.-OCT. '83 \$1.50 [\$2 NZ]

## tests

- 25 HONDA XLX: To stay top of the chart again?
- 30 YAMAHA 600 TENERE: Long tripper without stopping
- 34 MX600 YAMAHA: Sounds of 4-strokes forever
- 66 IT 175 WATERCOOLED: A do-it-yourself that fly's

## features

- 16 NEW MODELS: Who said '84 was next year (pics of next models now)
- 40 MR MOTOCROSS R-3 & 4: Gall to win yet again
- 20 U.S. CONNECTION: From the land of where it all happens
- 52 ENDURO'S: Ace race reports from all over
- 64 U.S. PULSES: ATV scene both there and here

## regulars

- 5 NEWS
- 15 LETTERS
- 46 WANT SOME HELP
- 19 PRODUCTS
- 12 OFF THE TOP
- 61 TRIALS TORQUE
- 57 MINIS
- 70 ENDO

COVER: The XLX250 under test — will it continue to be a sales winner? Race insert: Leisk and Willoughby hard at it in Qld. Mick Nicol lands the big MX600 Yamaha on test day.

# YAMAHA TT600

For years, Yamaha has offered the TT500, which was under powered and under suspended. It made for a reliable play bike, for the muscle man. And as no other brand made a giant four banger, hence the Yamaha had to win its class.

Until Honda gave us the XR500, with single shock rear end, and twin leading front brake. All good modern motocross trickery, it moved the Yamaha to a distant second place. Then Yamaha ceased production of the TT with only the road registerable version, the XT500, available, which was bumped up to 550. It wasn't bad on the road, but a pog in the dirt. (A pog is a cross between a pig and a dog, for all those riders not up with the latest lingo.)

While the TT was sleeping, Yamaha was busy at the drawing board completely revamping the mother. And in '83, we have the TT back in the shops, nothing like the TT of old though, the XT550 motor was bored out 3mm, taking it to 595cc. Yes that's right, now it's a TT600.

## ENGINE DEPARTMENT

Extra capacity isn't the only difference. The new air filter is a flat piece of foam, that sits horizontally. The air is drawn upward through the foam, which means when the filter is out being cleaned, it's impossible for dirt to fall in, unless there is a lack of gravity in your area.

After travelling through the filter, the incoming air is confronted by two venturis. Two separate carb's in fact. The reason for this is, at low revs the engine only breathes through one carb and as the vacuum increases, the other carb opens. The result is more responsive low down and more power up high, plus improved fuel economy. Four valve head and twin header pipes grace the engine, letting plenty of mixture in and plenty of exhaust gas out. That adds up to more power.

Once you get the knack of starting, one or two kicks is all that's needed, hot or cold.

Counter balance shaft eliminates all vibration and

smoothes out power pulses. Smooth as an XR200, which makes it a lot less tiring. You don't realize how fast it goes, until you try and stop for a corner.

Clutch pull is light. Gear shifting is good, it isn't notchy like most four bangers. Ratio's are a bit too close. First gear was just right for tight trial use, for motocross use, higher gearing was needed for more top speed. As with most big bores, the bulk of the power is low in the rev range. Fitting a power pipe helped boost power in the upper rev range, but short shifting was still the go.

Drag racing to the first turn had the Yam edge out the XR500. In a short straight, it could rival a two stroker, but on the long straights, it falls short.

## SITTING ON THE BIKE

Everything falls right into place. Gear lever and brake pedal, are both folders. Seat is nice and comfortable. Foot peg placement felt good, whether sitting or standing. Handlebars are swept back a bit, they still felt good though. Grips are a bit hard, Honda CR grips are better. When yours need replacing, go for those.



TT600 looks mean and aggressive



From the rear it looks every part a true MX machine

## IN THE TURNS

Cornering was a breeze. Our test bike had the forks dropped half an inch, in the triple clamps, to aid straight line stability. It caused a little bit of front end wash-out, on the really tight turns, but was still a fair trade off. On sweeping turns, the weight of the bike made the tyres stick real good, very confidence inspiring. Bars were a bit high making it hard to get over them in the turns. Stock tyres are I.R.C.'s. They work pretty good when new; last a while too.

## SUSPENSION

Forks worked spot on, better than the units on a YZ250K I had just ridden. Oil was replaced with 10 weight, set about a quarter of an inch higher, to firm up the final part of the stroke. Rear end wasn't too shabby either, it looked just like the YZ rising rate suspension. The only thing missing was the compression adjuster, a harder spring would make it feel even better. Shock faded after fifteen minutes of hard use, but still both suspenders were good enough for motocross.

Swing Arm is true aluminium and does its part in saving unsprung weight. Brakes worked great, the front is a twin leader, and was perfect, the rear is a single leading shoe that was a bit savage, locking the wheel easily. Lucky the engine has plenty of flywheel effect, so stalling wasn't a problem.

TT600 has all the good gear. Wheels are quick release type, rear axle has snail-cam adjusters. Suspension linkages have grease nipples, making maintenance quick and easy. Engine has bash bars, better than bash plates which collect mud, adding to the weight of the bike. Tool bag sits behind the seat, like the Honda. Oil tank has moved from frame backbone to under the airbox, helping to lower the centre of gravity.



Power was smooth and controllable



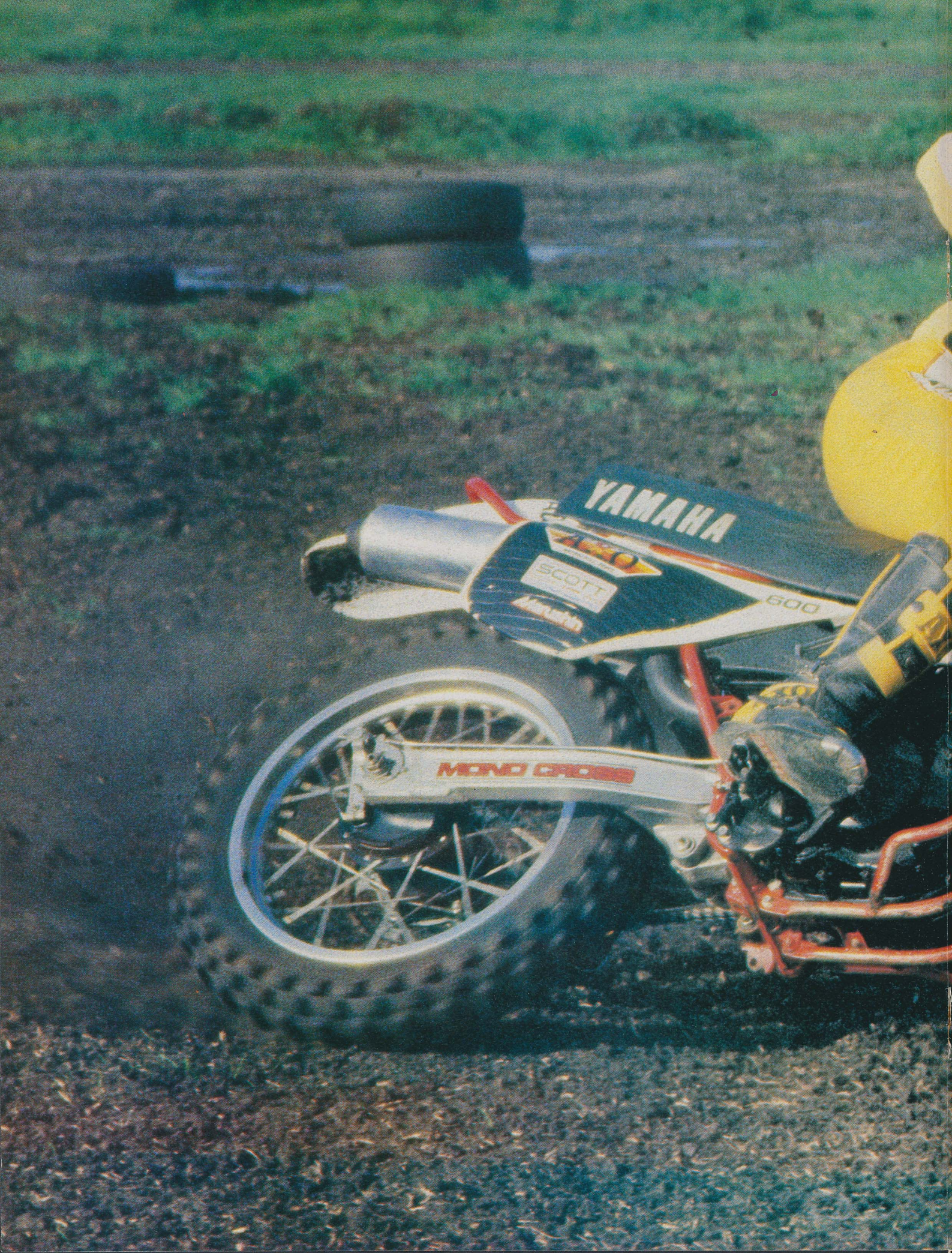
Tyres stuck exceptionally well even on hard packed test track

The bike comes fully registerable, A.D.R. plate, indicators and all that stuff. We tested it stripped ready for action, saving weight in the process. Weight of the bike is 124 kg. dry, that's three kg's heavier than the Honda. Neither of them felt that heavy though, until picking the bike up, after a wipe-out, or landing from a high altitude jump. Seat height of the Yam is 25 mill lower than the Honda, for all you short people.

As this was a short term test, reliability wasn't really tested. No problems looked like arising, but time will tell.

## ON THE TRACK

Starting was very easy, automatic decompressor made sure of that. With the engine running, no way you would think it's a 600, it just purrs so smoothly. Pull in the clutch lever (two fingers is all that's needed) and tap it into gear, no worries so far, a bit of gas and start feeding the clutch out, very progressive feel to it, I might add too. Once underway, you say to yourself, 'This isn't a 600, very misleading that smooth power, so what do I do, gun it, don't !!' No wheel spin, it just hooked up and took off like a scalded cat, or lion I should say. As the revs build, the power dropped a bit, so time for the next gear, I say to myself, again. When it dropped



YAMAHA

SCOTT

600

MONO CROSS



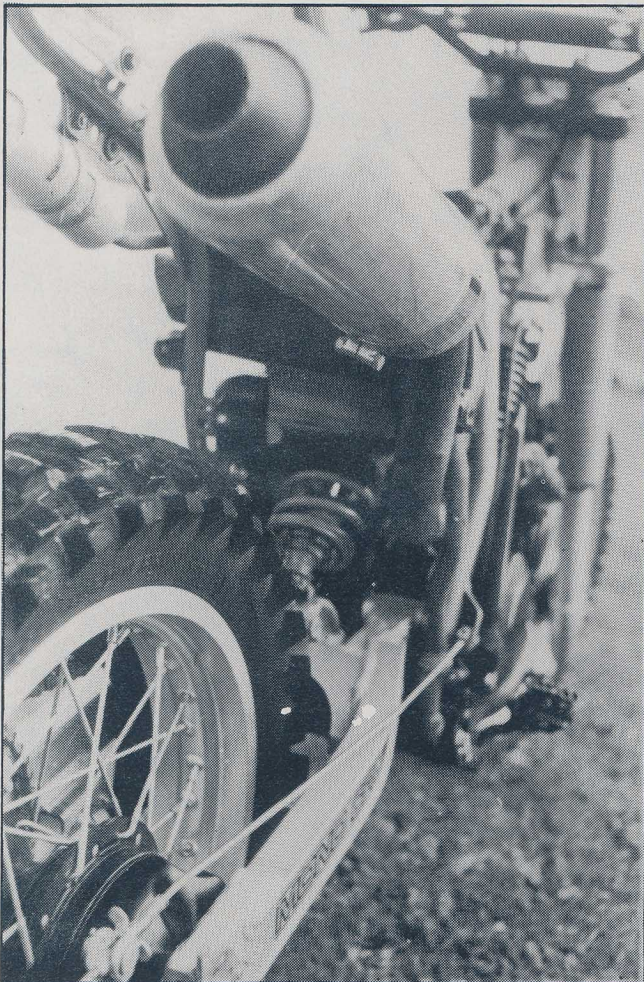
into the lower rev range you could feel it pull stronger, all the way to fifth gear. Even though it rockets ahead, no hint of wheel-stand is evident, unless of course you want it, just sit back a bit. One hander mono's were completely controllable, good for a pose too.

Racing starts were amazing, third gear, full throttle, just dump the clutch, the Yam leaps away from the line very quickly with a minimum amount of wheel spin. Sitting well forward pushing on the bars was needed, for obvious reasons. I was stoked how it took off, faster out the gate than my own CR480RD. I'm putting it down to the extra weight of the bike, making it bite. The new Metzeler perfect cross for hard terrain obtained from John Burrows might of helped too.

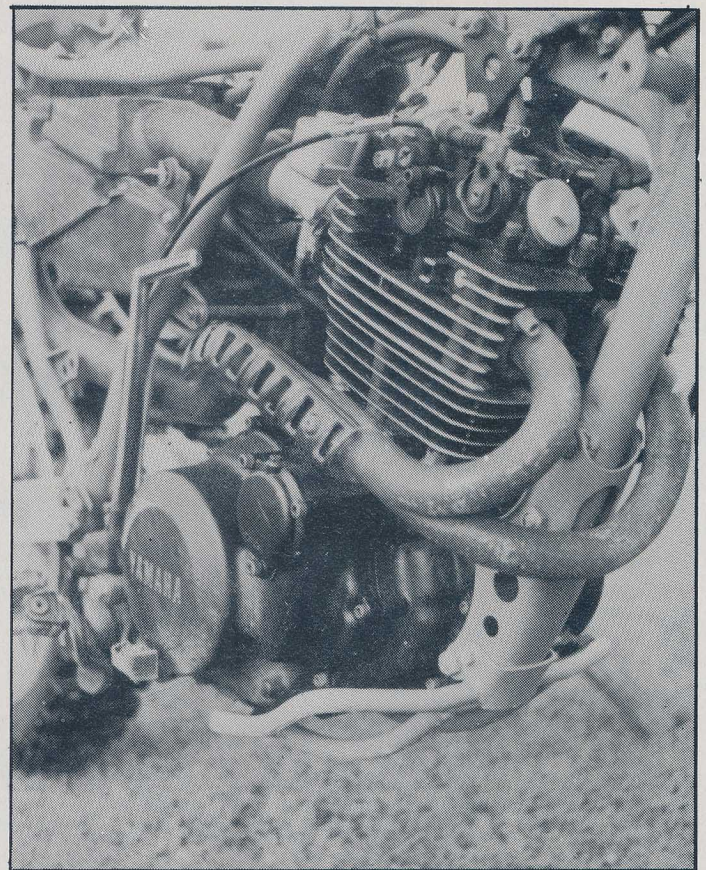
Diving into a berm, it was steady and secure, stuff it over and gas it and it will rocket around safe and sure. Gassing it in a corner without a berm, a bit more throttle response will have to be learned, as one rider found (pity the camera wasn't ready.)



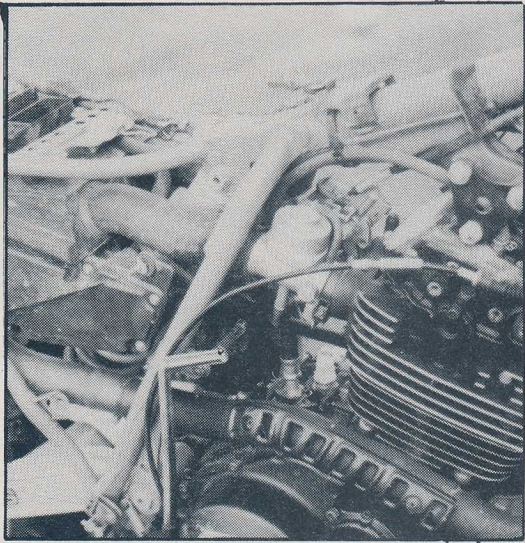
With tank and seat removed, flex-free frame is exposed



Every picture tells a thousand words: note Tingate muffer [alloy] Metzeler tyre, remote reservoir for shocker unit, alloy swinging arm etc, etc.



Large diameter header pipes allows motor to breath freely



Bike has twin carbs, very complex — but well worth it provided they are kept in tune



Rider Mick Nicol "poses" [easily] for camera



Bike is not a berm hunter but is easy to stuff into a berm

## SPEC'S

### ENGINE:

Type . . . . . 4-stroke, SOHC, 4-valve, single  
 Displacement . . . . . 595cc  
 Bore and stroke . . . . . 95.0 x 84.0 mm  
 Compression ratio . . . . . 8.5:1  
 Lubrication . . . . . Dry sump  
 Carburation . . . . . Y27PV  
 Ignition . . . . . CDI  
 Starter system . . . . . Kick  
 Fuel tank capacity . . . . . 11.0 l  
 Oil capacity . . . . . 1.9 l  
 Transmission . . . . . 5-speed

### CHASSIS:

Overall length . . . . . 2,180 mm

Overall width . . . . . 850 mm  
 Overall height . . . . . 1,270 mm  
 Seat Height . . . . . 935 mm  
 Wheelbase . . . . . 1,485 mm  
 Ground clearance . . . . . 300 mm  
 Dry weight . . . . . 124 kg  
 Suspension  
 Front . . . . . Telescopic forks  
 Rear . . . . . Monocross suspension  
 Brakes  
 Front . . . . . Drum  
 Rear . . . . . Drum  
 Tyres  
 Front . . . . . 100 80-21-4PR  
 Rear . . . . . 140 90-18-4PR

Jumps felt great, very stable every time, cross-ups were easy. The weight didn't hold back the mid-air antics, again good for a pose. Landing is when you notice the weight, 'G' forces try and plant the footpegs in the ground, no hint of crashing. But a hard pounding just the same.

### BOTTOM LINE

I want one! This bike is fun to ride fast, it stops, it turns, it flies, and it does them all great. And at fifty dollars cheaper than its nearest rival, the Honda XR500RD, the Yamaha TT600 would have to dominate in the sales department, as well as the race track.

**JOHNNY O**

Thanks to Mick Nicol for loan of bike and Braeside Trail Bike Park for the use of the track.