

SHOOTOUT! THE HOT 125s CLASH

DIRT BIKE

AUGUST 1982 • \$1.75 UK90p

**KAWASAKI
KDX250:
MXer with
lights**

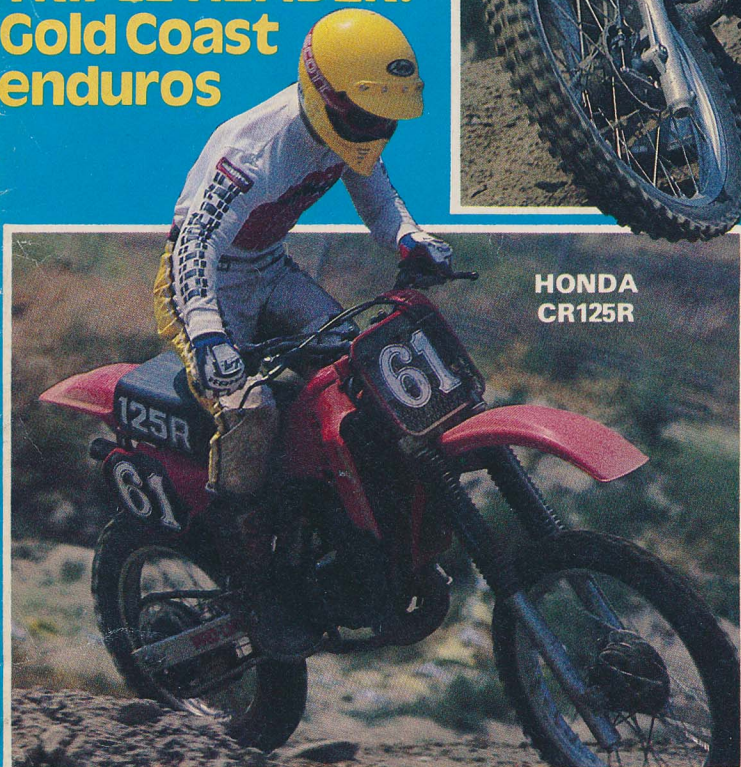


SUZUKI
RM125Z

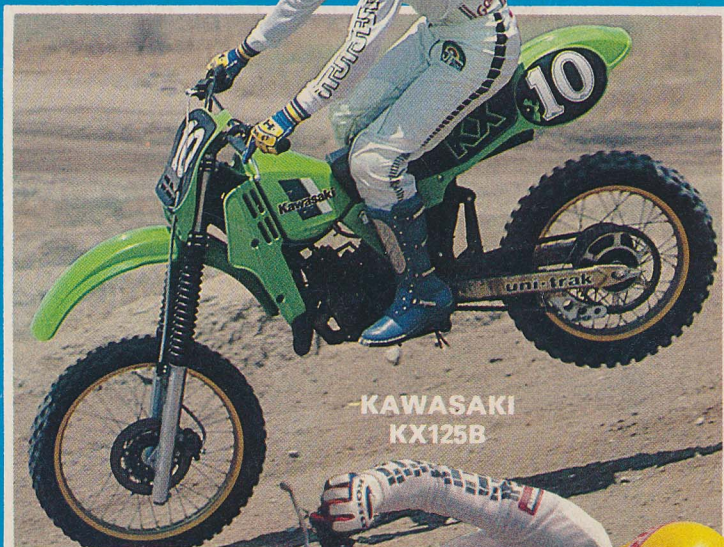
**YAMAHA
YZ490J:
Mammoth
motocrosser**

**SUPER SONIC:
Building a two-
stage rocket**

**TRIPLE HEADER:
Gold Coast
enduros**

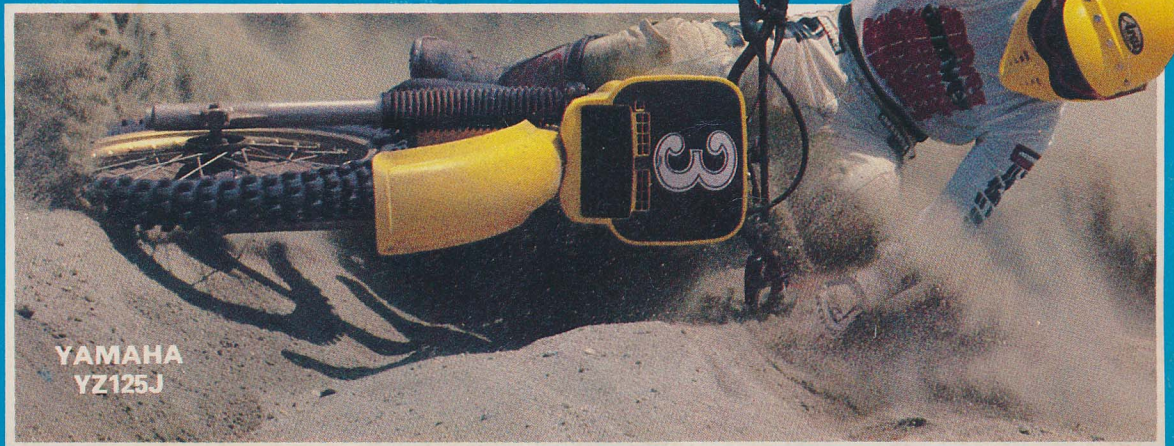


HONDA
CR125R



KAWASAKI
KX125B

**YZ100J:
Sole
survivor**



YAMAHA
YZ125J



DIRT BIKE

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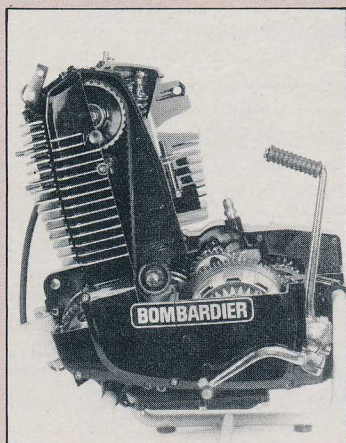
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On the Cover: *DB* testing crew caught in the act of evaluating the Big Four 125s. For the final verdict, see page 38. Photos by Tom Webb and Paul Clipper; color separation by Valley Film.

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125 SHOOTOUT



PROJECT CAN-AM



KAWASAKI KDX250



SUPERCROSS

YAMAHA YZ100J

IN A CLASS BY ITSELF

*It's still a screamer,
but now it handles*

By the Staff of Dirt Bike



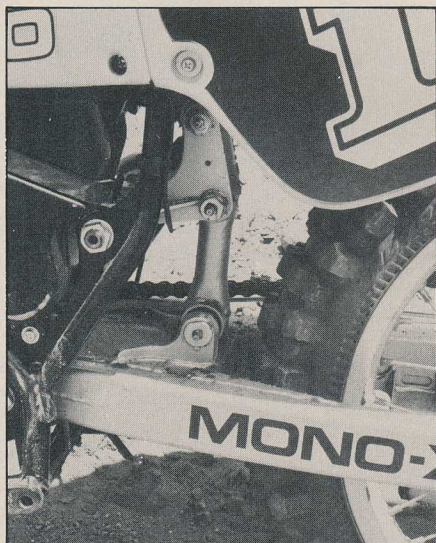
*Jon Miller tosses the YZ off a jump,
with a certain flair. The bike is light-
weight; competitive suspension
completes the package.*

Competition breeds successful machines. This is a fact. Yet, in the 100 class, Yamaha stands alone. The battleground used to be a Suzuki-Yamaha tug of war. Not any longer; by process of elimination, the YZ100 is the king and the only one in the class.

Is there a need for a 100? Yes. In years past this class developed the younger racers. A few examples are Larry Roesler, Dane Leimbach, Terry Clark and Cordis Brooks. Their skills were formed and honed in the small-bore division, then they made their move onward and upward. In many parts of the country, the 100 class is still very popular for desert racing, hare scrambles and in some areas motocross. For these riders, picking a bike to ride is tough. They can either sleeve down a competitive 125, or pop for the YZ.



Considering the bike is a 100, the power is good. The YEIS induction really helps the mid-range response of the machine.



The YZ sports the latest in suspension technology from Yamaha. Finally, the setup is a rising-rate design, mechanically controlling the progressive action of the rear end.

TEN, TEN AND NEW

Just looking at them, it's hard to tell the difference between the 100 and the 125. Chassis, styling, and colors are all similar. The fact is, the YZ100 is new. It features Yamaha's Mono-X rear suspension, leading axle forks, factory-styled safety seat and YEIS induction. A classy-looking package, no doubt.



Cornering habits show that the YZ definitely likes to turn. With a sharp rake and a plush front end, the rider is always in control.

Yamaha aimed the 100 toward the smaller, up-and-coming rider. It is not an entry-level bike, but a package that caters to the racer who has outgrown the minis, but isn't quite ready for the awesome 125s. The suspension is none of that hand-me-down-the-line stuff. Front travel is just under ten inches, two full inches more than the 1980 YZ100. In stock trim, the forks feature quality travel, probably perfect for a 100- or 125-pound rider. Ten-weight oil is used, 6.5 inches from the top of the tubes. Heavier, or faster, riders should up the level to 6.0 inches from the top. No air is used; for good reason. It tends to make the action harsh in the mid-range part of the fork stroke. More oil is the only answer.

On the rear, the YZ bristles with the latest in rising-rate trickery. Yes, the rear is the same linker the big boys have. Progressive action is handled mechanically, instead of using progressive springs. Rebound damping is fully adjustable, via an adjusting clicker found on the back of the shock. There are 38 positions; we had the best results with it set 14 to 17 clicks out. For the experts, or riders packing a few more pounds, there are accessory springs available for both the front and rear of the bike.

Dialing in the YZ is fairly simple, and can be funneled down to a fine line if the rider takes the time and energy to do so.



YAMAHA YZ100J

ENGINE TYPE : Air-cooled, 2-stroke, reed-valved
 BORE AND STROKE 50mm x 50mm
 DISPLACEMENT 98cm³
 CARBURETION VM30SS Mikuni
 IGNITION CDI
 TRANSMISSION 6-speed
 FUEL TANK CAPACITY 8.2 L (2.2 gal.)
 WHEELBASE 1420mm (55.9 in.)
 GROUND CLEARANCE 315mm (12.4 in.)
 SEAT HEIGHT 880mm (34.6 in.)
 WEIGHT (CLAIMED) Dry, 87kg (191 lbs.)
 SUSPENSION
 FRONT 250mm (9.8 in.)
 REAR 250mm (9.8 in.)

TIRES
 FRONT 3.00 x 21; 4PR
 REAR 4.10 x 18; 4PR
 INTENDED USE MX, Grand Prix,
 hare scrambles
 APPROX. RETAIL PRICE \$1399
 COUNTRY OF ORIGIN Japan

DISTRIBUTOR:
 Yamaha Motor Corporation
 6555 Katella Avenue
 Cypress, California 90630

YAMAHA YZ100J



The winner of our 100cc shootout.

UP, UP AND AWAY

Since the suspension is longer, one would expect a seat height that wouldn't cater to the smaller riders for whom the bike is intended. Wrongo. It sits 34.5 inches at the saddle. Just right for the masses, and only three inches taller than the YZ80.

Track travel proved something quickly: The YZ likes to turn. The rake has been pulled in to 27 degrees, letting the bike carve in and out of turns with no fear of front-end washout. Even with the rake on the lean side, high-speed work showed no headshake. This is good.

Improvements aren't limited to the chassis. With the '82 YZ, the motor is more refined and puts out better-than-ever power. The pipe, in conjunction with the YEIS, dramatically improved the bottom- and mid-range performances of the machine. As with earlier models, top-end performance isn't a problem. The YZ is a revver and likes to scream. What's nice is that it's more responsive, and has better manners down low.

BITS

The trans is still a six-speeder, but with some minor changes in the ratios on fifth and sixth. Action is good; so is the spacing of the gears, letting the rider use the power to shift with no gaps or spaces.

Brakes are top-notch—what else would you expect from Yamaha? Bars, grips and levers are comfortable. The shifter is a folder.

Some of the performance gain might be the result of the new airbox. It appears identical to the IT175; the filter is easily accessible and the unit breathes well.

IS ONE A LONELY NUMBER?

Because the YZ100 is the single entry in the class, it's the hands-down winner. This isn't a cop-out, either. The engine has good power, the suspension is the latest that Yamaha has to offer, and the bike works, turns and tames a motocross course with style. It's definitely a winner. □

RF

DON EMLER'S
ROOST FACTORY



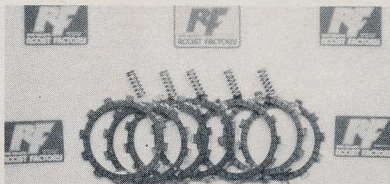
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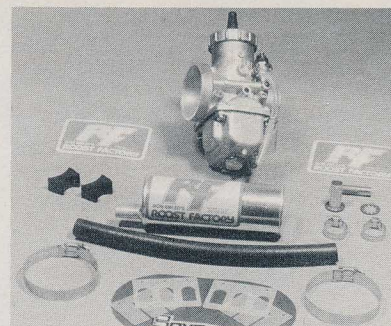
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