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1981 YAMAHA YZ 125 H MOTOCROSSER

WETBIKE!

A, B, C, D, E, F, G, H2O

Make no mistake about it, water-cooling is here . . . and apparently here to stay in the 125 class. We've had our misgivings about the need for plumbing on bikes for sportsman level racing. Sure, the pros run grueling 45-minute motos and even a fractional loss of power can cost them places. But, what about the average rider in the all-too-common average 20-minute moto? Does he really benefit from the added complexity?

After having spent considerable time with the new Yamaha YZ125H, we can state, with some degree of confidence, that the bike works well and that the watercooling is a big plus for a rider at any skill level.

Staying Fresh

The biggest plus, as we see it, is the way the engine feels even after it's been run for a half hour or more. Look, do you know how strong your bike feels after you start it and it cleans out? Right. It's fresh and crisp. However, as the engine warms up, some of the snap is lost. By the end of a long moto, you might even have detonation setting in; horsepower and throttle response will be noticeably down. This is when riders start to overrev in desperation and slip the clutch brutally out of turns to make up for the power lost through heat buildup.

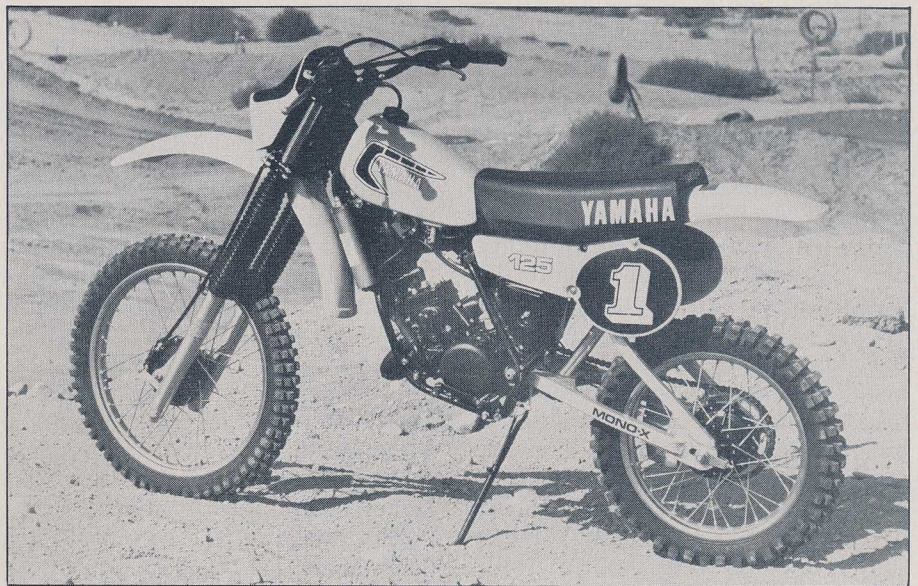
With the Yamaha water pumper, the bike feels just as fresh and strong at the end of the moto as it does immediately after warm-up. This will lend a consistency to lap times and help eliminate errors late in the moto, when fatigue starts to take effect.

On a big-bore bike, this fade of power is not as noticeable, and, in fact, most riders will not push an Open class bike hard enough to get it dangerously overheated. With 125 riders, screaming the guts out of an engine is a way of life. We're still up in the air as to whether or not a 250 needs liquid cooling.

Longer Life with Liquid

An important side benefit of water cooling will be an increased life span of the engine itself, especially top end parts. Here's some inside information that ought to put things in the proper perspective. On the air-cooled factory 125 racers, the top ends need new rings after every race. With a water-cooled engine, they can go as long as four races without freshening up.

A local pro can usually get three weekends of racing out of a good hot 125, Intermediates, maybe six to eight races and Novices usually ride the bike till the engine breaks . . . maybe a



few months or more.

A fast local pro should be able to get two months worth of Sundays out of a top end that's water-cooled. An Intermediate maybe four months and a Novice might go the whole year before things go ker-boom.

This translates into quite a savings over the long haul. The price of a new 1981 YZ is up a bit over an air-cooled 1980 bike, but the difference should be made up in pistons and ring expenditures before a dozen races are run.

Even more important than the cost of top end parts is the very real insurance of keeping blowby from trashed rings getting to the lower end and wasting a crank pin and bearings. That's where the *real* bucks are.

Even though the YZ water-cooler is much more complex than its air-cooled brothers of last year, there should be much less actual tear down time involved. You simply will not have to be yanking the top end off constantly.

Then, too, the way the YZ125H is laid out will make the actual work relatively easy. No fins are in the way to hide the head bolts, and the compact size of the barrel and head make one feel as if they're working with a model kit instead of a powerful racing engine.

Other than the normal nut and bolt tightening that any racer should receive, a check of fluid level in the tiny radiator should be all that's required on the new "H" model. By the way, the fluid should be a 50/50 mixture of distilled water and a good anti-freeze like Prestone.

But What About Leaks?

It's hard to imagine a problem of that sort after a close inspection of the fittings and overall design concept of

the YZ125H. All hoses have very strong screw-in type tempered wire clamps at each end, and there are no hoses flopping around loosely.

While the radiator location is unimaginative, the way the liquid is routed to and fro shows a great deal of thought and engineering innovation. Rather than have long hoses going from the engine to the radiator, the water is routed through the triple clamps and steering head. This means that no hoses will be twisted, stretched or put in a binding action.

We expected to feel the presence of the radiator on the "H" bike, because of our experience with the water-cooler we built with our "G" test bike. On that machine, it took a while to learn to ignore the weight perched up high on the forks.

With the new Yamaha, we had to look at the bulbous cowling to remind ourselves that we were riding a water-cooled bike. During riding, we simply forgot about it. Part of the reason is the very light construction of the radiator and that it's made out of thin aluminum rather than a cheaper steel/copper/brass sandwich.

One word of warning: Never, never, never ever remove the radiator cap when the bike is hot. Common sense tells you that much, but you always run into the odd geeks who pop the cap and turn their faces into steamed clams.

What'll She Do?

The age old question. People were constantly asking us if the bike was much faster than the 1980 air-cooled bike. Luckily, Yamaha had the foresight to bring along a fresh "G" model on our first testing day for a direct comparison.

If you'll recall, we were impressed

1981 YAMAHA YZ 125 H

by the all around performance with the YZ125G so much that we named it the 125 motocrosser of the year. Our first test riders were on the new bike and it felt plenty quick, but it didn't overwhelm us. After a half hour on the water-pumper, we slung a leg over the 1980 air-cooler. Wow! The difference was more than apparent. While the '81 bike won't rip the doors completely off an '80 in a drag race, the midrange is much snappier and throttle response throughout the range is more positive. The biggest advantage of the new bike over the old bike is the way you can shift it a lot earlier without the bike falling on its face. In fact, the best and most effective way to ride the "H" bike is to shift it early and make the strong midrange work.

We installed Boyesen reeds in our '80 bike and got a pleasing gain in performance. The '81 is already stronger than our modified '80 bike. With Boyesen dual stage reeds in the '81, you get yet another substantial gain.



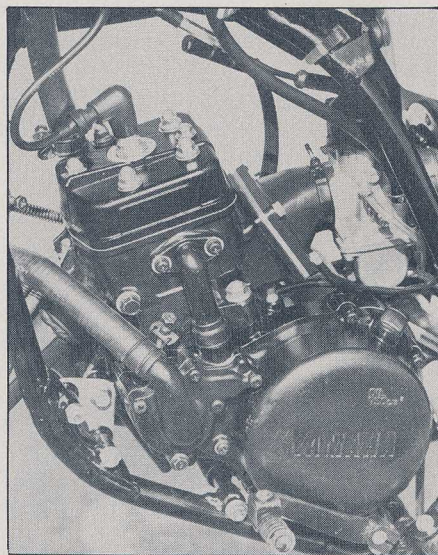
This gain will be almost entirely at low and midrange revs. As with our reed installation of the past, we still feel that the Boyesens are the best dollar-per-dollar investment a 125 rider can make. You won't pick up any peak horsepower, but the increase at the midrange and improved throttle response are genuinely worth it.

The top speed of both bikes was the same; it's just that the "G" model would get there sooner. If anything, the broader power on the new bike makes it an easier machine to ride. With a standard "G," you could bog between gears if the shift was not hit just right.

Feel the Difference

When sitting on the '81 YZ, you have the feeling of straddling a roomy, full-sized bike. Jump off the new bike and sling a leg over a nearby "G" model and the older bike feels smaller, more cramped in. Yet, we never had that feeling when we tested the YZ125 last year. A look at the spec sheets show 37.0 inches listed for both bikes, but we put a tape measure to the machines and found that the "H" machine read out about a half inch taller where the saddle met the gas tank.

While there's not a great deal more travel, you'll find a small increase at the rear. It's up to 11.8 inches from the 11.4 of last year. Forks have the same stroke (11.8 inches), but the new bike sports heftier 38mm tubes. At first glance, they appear to be identical to the forks that came on the YZ250G,



Powerplant looks tiny without fins on the head and barrel. Hoses run from the pump in the left side case, through the down tube and end up in the radiator.

but Yamaha assures us that only the stanchions and sliders are the same; the damping rod assembly is specifically made for the YZ125H. So there.

There's almost an inch longer wheelbase on the new bike. Ground clearance remains at 13.4 inches, the same as last year. Enough, but barely.

Weight is up nine pounds this year. Naturally, most of the weight increase comes from the watercooling, but at least three pounds can be attributed to the sturdier forks. When riding the two bikes, the weight simply cannot be felt. No difference, as the margarine salesman says.

When all the smoke clears, though, there's one set of numbers that makes all the difference in the world. And those take place up on the steering head. The old bike had 29 degrees of rake with a generous 4.94 inches of trail. The new bike has the steering head angle pulled back to 27.5 degrees . . . a full degree and a half less than the "G" bike.

This means one thing; the "H" machine turns like a hawk in the corners. Usually, when you have a steering head angle this steep, you can expect to sacrifice some stability in the bumps at higher speeds. Not so. Yamaha managed to retain almost the same amount of trail, while reducing the rake considerably.

A glance at the triple clamps gives you a clue as to how they achieved this. The clamps are pulled back close to the center of the stem. As you might remember from the *Handling Changes* article (October 1980 DB), rake is calculated through the steering head by drawing an invisible line to the ground, then a second line is drawn vertically through the front axle to the ground. The distance between these two points is called trail. If you've got a lot of rake and trail, the bike will be stable but will turn sluggishly. Little rake and trail generally means that a bike will bite like a beaver in the turns, but suffer over the bumps at higher speeds. The ideal combination seems to be getting lots of trail without a whole lot of rake. On the YZ125H, this goal seems to have been obtained.

Hanging it Out to Dry

With the YZ125H properly set up for the rider's weight, it's almost obscenely quick in the corners. Even with stock tires, we were able to lean the bike over at alarming angles. Nat-

urally, though, we slipped on a set of Metzlers (front 3.00x21, rear 100/90-x18, nylon, two-ply), and found happiness on the baked dry adobe we call terrain out here in the West.

The cornering manners were so fine, it tended to let a rider get lazy. Instead of clambering up on the tank to get the weight forward to make the front end bite, you could stuff it through a twisty by just keeping your butt in the middle. Of course, we don't recommend this style, but it's nice to know you can do this if you happen to get out of synch with the universe every now and then.

The wetbike seems to be extremely happy careening off a berm. Just stuff the front wheel in and nail the throttle. The pivot will be almost instantaneous. Just about the only place the YZ took a bit of concentration was on a hard packed sweeper. The riders were able to get the rear end hanging out fairly well, but they'd run out of sufficient power to hold the slide. Still, there's not a 125 made that can be considered to have a broad powerband. That's the domain of big bikes.

When flicking the YZ through twisty S turns, our test riders felt a bit more high up weight than with the KX125 that we just tested. We don't want to get into a 125 shootout at this time (look for one around midyear!), but the combination of a single shock located high up in the chassis and a radiator at gas tank level all add up to a higher center of gravity than with a more "conventional" bike. This does not hinder the rider at all; it's just that you know there's a feeling of weight up high when you first ride the bike. After five hot laps, the sensation is gone and will not return again, unless you happen to switch to another 125—like we did.

Suspension: Bumps and Grinds

Point-oh-four is not a big part of an inch, but that fraction makes a huge difference in how the new Mono-X rear end feels. Because our test riders were heavier, we went for the optional heavier spring and would recommend that any aggressive rider make the switch, unless he's very, very light. The YZ just seems to turn better with a stiffer spring in the back and less wallowing will be experienced under most other rough conditions.

We left the standard springs in the forks but raised the fork oil level by

10mm. As per proper Yamaha practice, we ran no air in the forks, and, in fact, checked the air valves periodically and bled off any excess pressure that built up under normal riding conditions.

Adjustability is still the key to Yamaha's success. Rebound damping can be adjusted by merely reaching under the rear section and turning a knob to the desired position. No tool needed. Spring preload on the mono unit takes a 32mm wrench and a big wrench. You get the 32mm tool with the bike, but you really need to carry two of them with you in order to break the jam nut loose. A few turns on the preload nut makes a big difference in how the rear end reacts.

Yamaha did something very interesting on our first outing with the water-pumper: They brought along some video equipment and taped our staff and test riders over various bumpy parts of the track. Then, moments after riding, we all sat down and played the tapes back in slow motion and analyzed the suspension, both front and rear. It was this visual aid that enabled us to really dial the rear end in like a champ. By the end of the day, we were able to blast through a horribly rutted straight with the rear wheel almost glued to the ground, throwing up a rooster tail instead of skipping over the wobbles. Very professional and very informative.

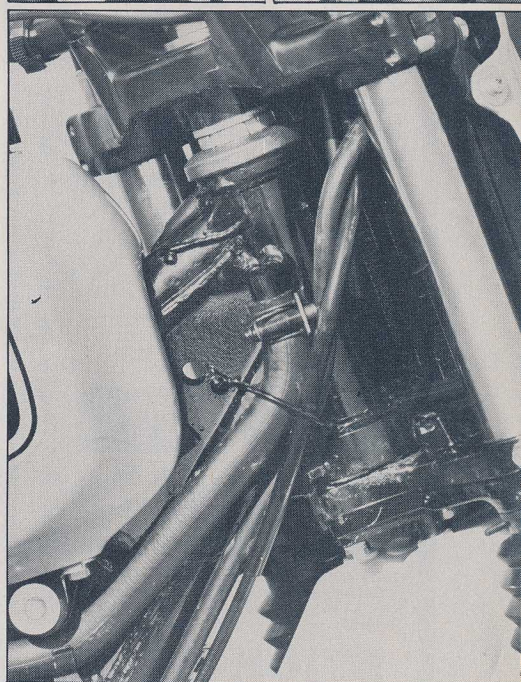
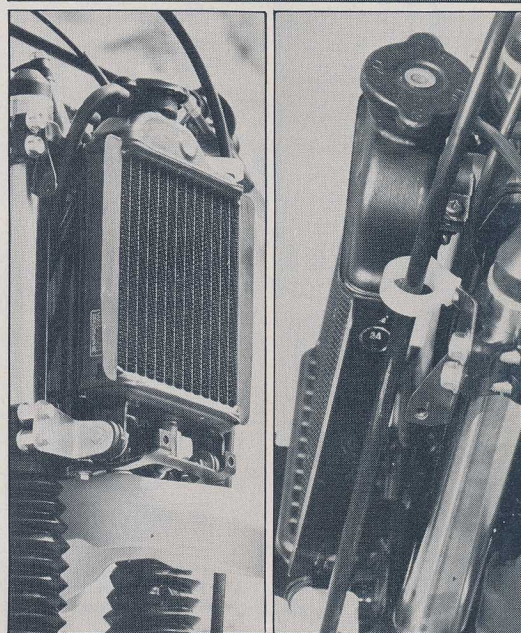
Comparing the 1981 YZ125 suspension to last year's offering is almost unfair. Consider this: We really liked the legs on the G bike, yet, when we had a chance to ride the two machines within minutes of each other, the G seemed coarse and crude by comparison. You may or may not be a Yamaha fan, but you cannot deny the fact that they improve dramatically with each and every model change. Somebody in R & D has a lot of pride and it shows.

Other Changes You Can Win Party Bets With

Here are some fun facts and figures you can use to dazzle your buddy, or even your local dealer.

All serial numbers on the G bike will start with a "3." The wetbike will have all numerals starting with "4." That ought to be worth a pitcher of beer someday.

The compression ratio is lower on the new bike. Odd. We sort of figured they'd bump the C.R. sky high, what



A petite radiator lurks behind the bulky cowl. Water goes through the steering head. The radiator cannot be felt when riding the bike.

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1981 YAMAHA YZ 125 H

with the watercooling and all. You never know.

All clearances in the new bike are looser, not tighter than in the air-cooled engine. Who'd a thunk it? For example, the piston skirt clearance on the old bike runs out at about .045 to .050 thousandths. On the wetbike, it's .060 to .065.

The new bike runs a single ring on the piston, while the old iron ran two rings.

Here's a good one for trivia freaks: The small end bearing is heftier on the new bike. Big end bearings remain identical.

Some of the ads claim that the crank is stronger, but a check of the specs

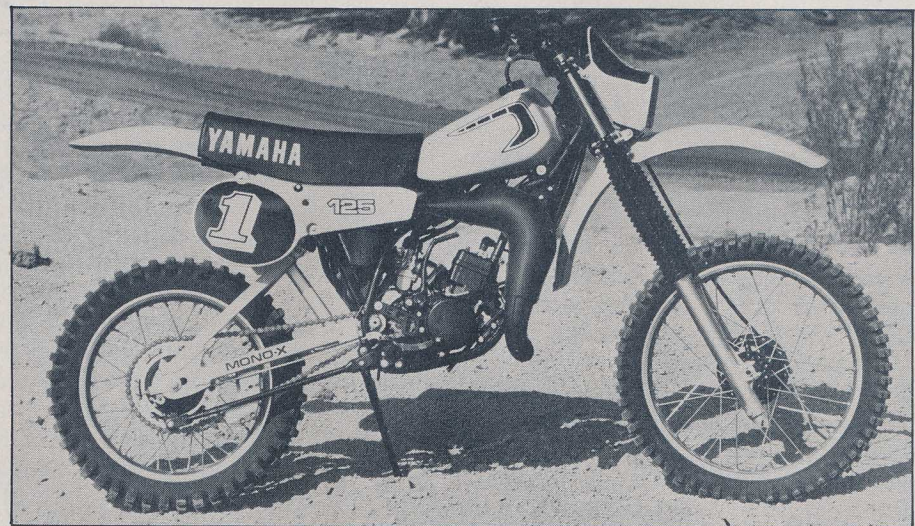
shows the same tolerances and numbers as last year.

You can expect to run about 100cc's more oil in the gearbox this year. All ratios remain the same, which tells us that you should have been running 100cc more oil last year, too.

A 34mm carb replaces the smaller 32mm unit on the G bike. Jetting is fairly close. Oh, yes. Chances are your bike will come jetted too rich on the mainjet. We dropped from a 340 main to a 320 main and noticed a big boost in performance. Experiment for your area before you modify, however.

Fork springs are longer and have a heavier rate. The rear mono is, for all

(continued on page 70)



YZ125H

NAME AND MODEL	Yamaha YZ125H Motocrosser
ENGINE TYPE	Two-stroke, reed valve, water-cooled, single
BORE AND STROKE	56 x 50mm
DISPLACEMENT	123cc (7.5 cu. in.)
CARBURETION	VM34SS Mikuni
FACTORY RECOMMENDED JETTING:	
MAIN JET	340 (but we used a 320)
NEEDLE JET	P8
JET NEEDLE	6F21-4
PILOT JET	80
SLIDE NUMBER	2.5
RECOMMENDED GASOLINE	Premium
FUEL TANK CAPACITY	6.5 liters (1.7 gals.)
FUEL TANK MATERIAL	Plastic
LUBRICATION	Pre-mix, oil in gas
RECOMMENDED OIL	Yamalube R at 32:1
OIL CAPACITY	N/A
AIR FILTRATION	Oiled foam
CLUTCH TYPE	Wet, multi-disc
TRANSMISSION	six-speed, constant mesh
GEAR BOX RATIOS:	
1	33/13 (2.461)
2	26/14 (1.857)
3	24/16 (1.500)
4	25/20 (1.250)
5	21/19 (1.105)
6	20/20 (1.000)
GEARING, FRONT/REAR	12/48
IGNITION	Hitachi CDI
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	Champion N-59G
SILENCER/SPARK ARRESTOR/QUALITY	Silencer only, average noise

EXHAUST SYSTEM	High pipe, right side
FRAME, TYPE	Single downtube, split cradle
WHEELBASE	1450mm (57.08 in.)
GROUND CLEARANCE	340mm (13.4 in.)
SEAT HEIGHT	940mm (37.0 in.)
STEERING HEAD ANGLE	27.5 degrees
TRAIL	119mm (4.69 in.)
WEIGHT WITH ONE GALLON GAS:	
	207 pounds (dry — 196 lbs.)
RIM MATERIAL	Aluminum alloy
TIRE SIZE AND TYPE:	
FRONT	3.00x21 Knobby
REAR	4.10x18 Knobby
SUSPENSION, TYPE AND TRAVEL:	
FRONT	Air/oil telescopics, 300mm (11.8 in.)
REAR	Monocross with reservoir, 300mm (11.8 in.)
INTENDED USE	Motocross
COUNTRY OF ORIGIN	Japan
RETAIL PRICE, APPROX.	\$1499
DISTRIBUTOR:	
	Yamaha Motor Corporation 6555 Katella Avenue Cypress, California 90630

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YAMAHA YZ125H
(continued from page 48)

practical purposes, identical. The increased travel comes from a slightly longer swingarm.

Most of the hardware in the front brake assembly is identical to last year's stuff, but the profile on the brake cam is more like that on the 465. Stopping power is improved.

All ignition parts carry the same numbers, but a rev limiter is built into the black box. You can't disconnect it, but you could cut it off if you wanted to rev out until the crank turned blue. Which it would.

The air box is roomier and you can get your hand in easily for servicing and checking for a good lip seal. And you know how hard it is to get good lip seal these days.

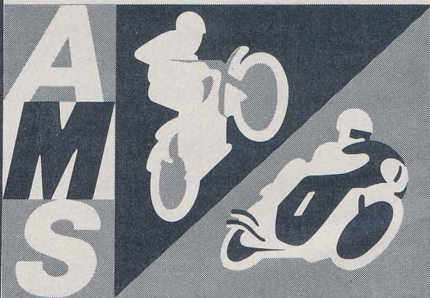
Oh, yes. The whole engine looks like it came from outer space and doesn't even resemble anything that ever came off a showroom floor before.

A decent folding shifter rides on that new engine.

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John Whelchel dives into a turn on the first of the new water pumpers. The new 27½-degree steering head angle made this a more precise maneuver.

Honda and Suzuki are coming out with watercoolers, too. And single shockers, as well.

Still, this will be a development year for Honda and Suzuki for a production single shocker. Yamaha has been refining it for a long time.

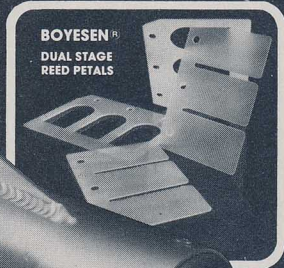
It appears that the 125 shootout of the decade is shaping up. Yamaha was the winner last year and came out swinging with both fists for 1981. Can anyone stop Yamaha? Or will that be the way it should be?

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GET THE BEST I.D. CARD

Now you can have your state I.D. almost overnight! No waiting three weeks to 9 months for delivery! Your I.D. card will be processed by the same method most states use for their driver's licenses. Your actual I.D. will be produced in full color and will be wallet-sized. Your I.D. card will have the official seal of The Identification Bureau.

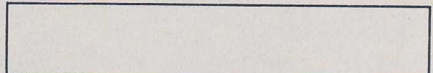
TO ORDER YOUR FULL COLOR IDENTIFICATION CARD FILL OUT ORDER FORM BELOW.

CIRCLE DESIRED STYLE A, H3
THE FOLLOWING INFORMATION WILL APPEAR ON YOUR CARD. PLEASE PRINT CAREFULLY!

Name _____
Address _____
City _____ State _____ Zip _____
Sex _____ Height _____ Weight _____
Hair _____ Eyes _____ Date of Birth _____
Social Security Number _____

I CERTIFY THE ABOVE INFORMATION IS CORRECT

(Sign Inside Box. Do Not Touch Box With Signature.)



I.D. cards are \$13.00 each and \$10.00 for each additional I.D. ordered at the same time **Cash or money order only.** ORDERS PAID BY PERSONAL CHECK ARE MAILED 30 DAYS AFTER RECEIPT OF APPLICATION
Dear I.D. Bureau: Please send my I.D. within 12 hours of receiving this information. Enclosed is \$ _____ for _____ I.D. cards.

SEND I.D. TO:

Name _____
Address _____
City _____ State _____ Zip _____

Please send _____ more order forms.

STYLE A THIS STYLE NOT AVAILABLE IN COLORADO

STYLE H3 THIS STYLE NOT AVAILABLE IN KANSAS

NEW YORK IDENTIFICATION CARD
F85246
1984 EXPIRES ON YOUR BIRTHDAY. RENEW DURING THE 30 DAYS BEFORE THIS DATE.
SUSAN MARIE SMITH
349 BETHEL LOOP
BROOKLYN, NEW YORK 11239
735-86-9035
MAY 10, 1979
F 115 5-7 BLONDE BLUE
DEC. 10, 1948 K 4872109
SMITH, SUSAN MARIE
349 BETHEL LOOP
BROOKLYN, NY 11239
Susan Marie Smith

NEW YORK IDENTIFICATION
NON-OPERATOR
I.D. NUMBER DATE OF BIRTH EXPIRES
K87320 12 10 48 12 10 84
SEX EYES HEIGHT WEIGHT
F BLUE 507 115
SMITH, SUSAN MARIE
349 BETHEL LOOP
BROOKLYN, NY 11239
Susan Marie Smith

IMPORTANT: FOR BEST RESULTS SEND US A PASSPORT OR YEARBOOK PHOTO. THE PHOTO SIZE SHOULD BE NO SMALLER THAN 1½" x 1½" AND NO LARGER THAN 2½" x 2½". THE CLEARER THE PHOTO THE BETTER YOUR IDENTIFICATION CARD WILL LOOK!!

Send one photo per I.D. Write the name on the back of the photo. Color pictures are preferred, but black and white pictures are okay.

WE RESERVE THE RIGHT TO REFUSE SERVICE TO ANYONE
WE RESPECT THE LAW OF ALL STATES AND OUR CARDS ARE ISSUED IN CONFORMANCE WITH CALIFORNIA LAW © 1980 IDENTIFICATION BUREAUTM