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**YAMAHA YZ125L:
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**YAMAHA YZ125L
MOTOCROSSER**

WHERE'S THE BEEF?

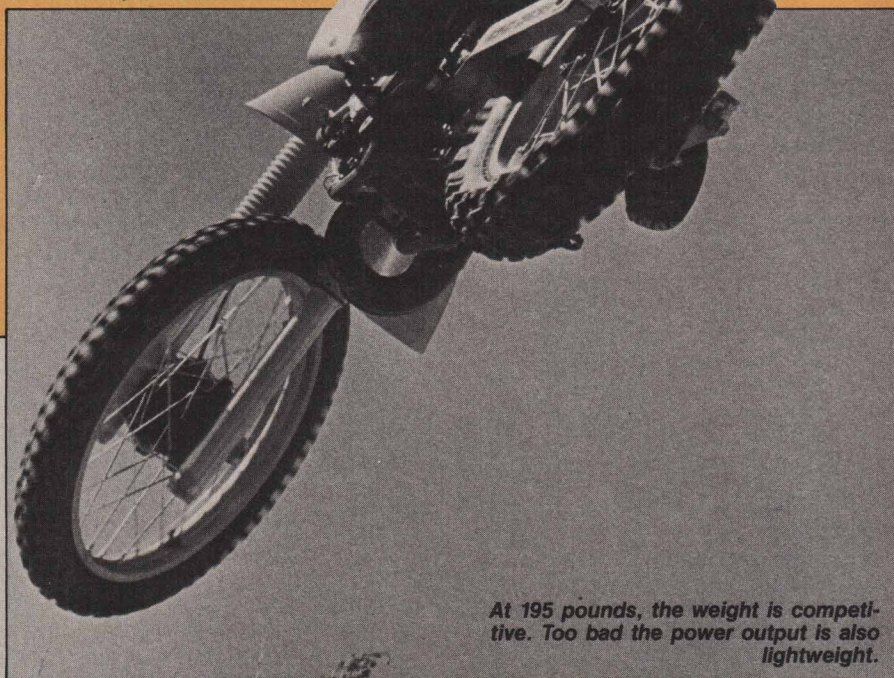
Last year's rocket is this
year's rockette

Ahhh, we were amazed by the improvement of the 1984 YZ490. We were clearly dazzled by the snaky fast YZ250. Even the YZ80 showed good power and lots of homework.

Thus, it was with a great deal of excitement that we picked up an all-new YZ125L for a test. The excitement turned to puzzlement the first time we rode the bike, disintegrated to confusion when it stayed slow, and collapsed to lack of interest when we found out that all the other 1984 125s were faster.

*Worm's eye view
of the "L" model
Yamaha.*

By the Staff of DIRT BIKE



At 195 pounds, the weight is competitive. Too bad the power output is also lightweight.

GO BACK ONE YEAR AND PUNT

Before we babble on much more about the anemic power, let's tell you how to fix it. Simply put on a 1983 top end and you have a competitive YZ125. However, this is not a nice thing to do to your wallet. Figure \$300 plus.

Sure, you *can* go the porting and pipe route, but all things considered, last year's top end yielded, well... more top end.

In stock trim the YZ125 pulls cleanly off the bottom, but not with any great muscle. It then makes a lot of noise as the revs build and the motorcycle deals with the hassle of acceleration. Just about the time you expect something to happen—anything!—the motor signs off and it's time to hunt for another gear.

During all this frantic throttle twisting and shifting, an ordinary 125 Honda will easily pull the YZ125 by four to sixth lengths through the gears. Bear in mind that the Honda is not exactly the rocketship of the 125 class, either.

YZ125L

DEALING WITH THE BUMPS

What the YZ lacks in power it almost makes up for in suspension. Almost. We'd rate the forks as very good and the rear end as excellent. If you don't feel comfortable with the way the suspension is set up stock, both ends are adjustable to the point of frenzy. They can be made to work.

Most aggressive riders will want to take the fork oil level to the maximum and will find that about 100mm of sag at the rear does the job nicely without resorting to optional mono-springs. Both rebound and compression are adjustable on the rear, with compression being the sole adjuster up front.



Revised suspension components are the big news on the latest YZ125. Most of the top Pros are running last year's barrel on the 1984 machine.



Jim (Harley) Holley leaps from the bowels of the earth on our test YZ125.

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**SUZUKI
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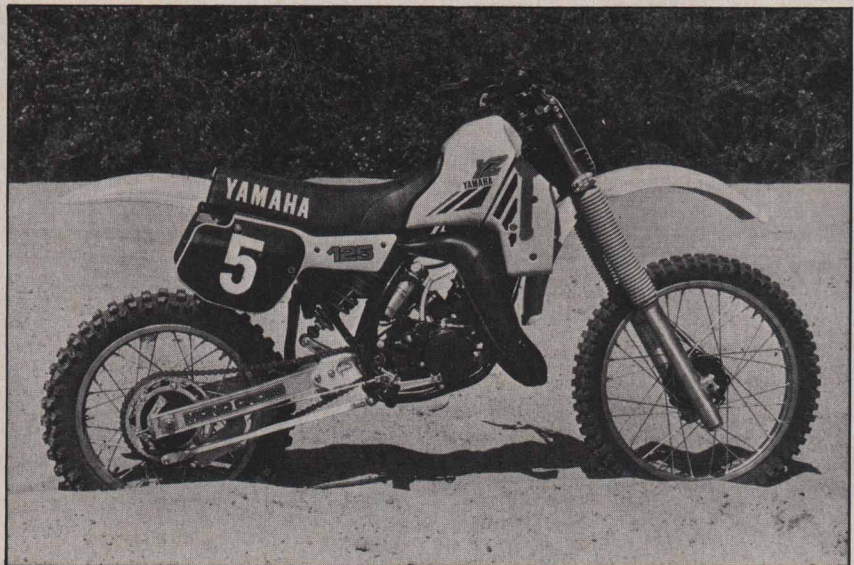
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Here Sue Fish chases Mercedes Gonzalez on a YZ125L. Sue just came out of retirement and is getting hot again.



YAMAHA YZ125L

Engine type	Water-cooled, 2-stroke, single
Bore and stroke	56.0mm x 50.0mm
Displacement	123cc
Carburetion	36mm Mikuni
Factory jetting:	
Main jet	360
Needle jet	P-8
Jet needle	6F15-2
Pilot jet	50
Slide number	2.0
Fuel tank capacity	7.5 L (1.98 gals.)
Lubrication	Pre-mix, Yamalube
Gearbox ratios:	
1	32/13 (2.462)
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	CDI magneto
Recommended spark plug	N-84, N-84G, N59G Champ-B9EG NGK
Silencer/spark arrester	Silencer only, loud
Wheelbase	1450mm (57.08 in.)
Ground clearance	350mm (13.78 in.)
Seat height	930mm (36.61 in.)
Rake/trail	27.67°/116mm (4.57 in.)

Wet weight, no fuel	195.0 lbs.
Tire size and type:	
Front	90/90-21
Rear	120/80-18
Suspension, type and travel:	
Front	43mm Showa telescopic, air oil, adj. comp., 300mm (11.81 in.)
Rear	Monocross, single Showa shock, adj. comp. & rebound, 310mm (12.20 in.)
Intended use	Motocross
Country of origin	Japan
Retail price, approx.	\$1899
Distributor:	
Yamaha Motor Corp. 6555 Katella Ave. Cypress, CA 90630	
Overall rating of bike, keeping intended use in mind:	
Handling	Good
Front suspension	Very good
Rear suspension	Excellent
Power	Poor
Cost	Good
Attention to detail	Very good
Effectiveness, stone stock	Poor
This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines is a meaningless exercise in futility.	

YZ125L

LAYOUT AND FEEL

Shorter riders felt very much at home on the YZ125 with its banana-shaped saddle. Even those under five-foot-six could touch feet flat to the ground.

Only one problem was evident: The tank/bar/saddle relationship was odd, forcing the rider to pull heavily on the bars to get forward. And, like a number of bikes this year, the safety saddle is nothing more than an awkwardly placed lump of foam that prevents the rider from getting properly forward on the bike for cornering. A truly bothersome design.

TRACKING AND TURNING

In a straight line the YZ125L worked well, with only a hint of the Yamahop to annoy the testers. In the turns we felt that the steering was fuzzy and imprecise. Stock tires were no help at all and loathed the hard-packed surfaces.

To truly understand the lack of confidence in the turns with the YZ125, you have to hop directly off a good-handling bike and onto the YZ. We had a Honda 125 with us for one test session, and the difference was profound.

ODDS AND ENDS

Brakes at both ends were strong, with the rear being prone to chattering.

Shifting was the best of any Yamaha we've tested to date, with none of the notchiness of the 250.

Clutch action is very stiff for a 125 and seems to be chronic across the YZ board this year.

The high, oddly shaped bars make you salivate for a dog biscuit as you assume a sit-up-and-beg position.

This was perhaps the easiest-starting machine in recent memory, with little more than a half prod needed to get things lit.

The air cleaner is reachable from the left side. Get an accessory muffler if you buy one of these bikes, because the stocker emits the most irritating, raspy sound we've heard since the days of open chambers.

Our chain stretched like a cheap clothesline, and the rear sprocket showed wear early in the game.

The YZ125 looks better this year, with revised plastic and new yellow radiator shrouds that blend in nicely with the tank.

You still have to remove all those dumb "Number Ones" from the front and side plates before you put your regular number on the bike. At least they're peelable, and not painted on as in years past.

The Z-spokes stayed remarkably tight and trouble-free during our test/photo sessions. **A LONG, HARD LOOK AT THE "L"**

The bottom line on this particular bike is not pretty. It's simply too slow to even consider racing in stock form. They say that horsepower makes heat. If this is true, the YZ125L must be one of the coolest-running bikes we've ever slung a leg across. □

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120/80x18	\$35.95	450x18	\$73.19	\$55.95
130/80x18	\$36.95	510x18	\$78.80	\$59.95
140/80x18	\$38.95	K139		
		300x21	\$72.50	\$49.95



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450x18	\$61.00	PERFECT CROSS	
150 80x18	\$65.00	460x18	\$58.00
300x21	\$46.00	510x18	\$63.00
325x21	\$50.00	300x21	\$46.00




FRONT 3.00x21 \$30.00
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4.60x18 \$31.95
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C 183D	OUR PRICE	C 755	OUR PRICE
3.85x14	\$21.95	4.10x14	\$21.45
4.10x18	\$33.95	5.30x17	\$37.95
4.60x18	\$39.95	5.30x18	\$22.95
C 703		3.75x18	\$24.95
5.00x17	\$38.95	4.10x18	\$25.95
5.30x18	\$44.95	4.60x18	\$31.95
C 183A		5.30x18	\$34.95
3.00x14	\$16.95	3.00x21	\$21.95
3.00x18	\$21.45		
4.00x18	\$32.95		

ANCRA TIEDOWNS \$12.95 PAIR


BUMPER CARRIER \$29.95 PAIR



YAMAHA PARTS

Piston Kits (std. and oversize)	Rod Rebuild Kits	Seals and Gaskets
Model	Model	Model
YZ80 J-K-L \$35.50	YZ80 J-K-L 42.00	YZ80 J-K-L \$15.60
YZ100 J-K-L 28.00	YZ100 J-K-L 46.50	YZ100 J-K-L 9.80
YZ125 J-K-L 44.50	YZ125 J-K-L 50.50	YZ125 J-K-L 16.40
YZ250 J-K-L 64.00	YZ250 J-K-L 45.00	YZ250 J-K-L 27.20
YZ490 J-K-L 60.50	YZ490 J-K-L 48.50	YZ490 J-K-L 17.40
IT175 J-K-L 39.00	IT175 J-K-L 42.00	IT175 J-K-L 9.80
IT250 J-K-L 61.00	IT250 J-K-L 45.00	IT250 J-K-L 16.60
IT490 J-K-L 51.50	IT490 J-K-L 49.00	IT490 J-K-L 13.40

Piston kit consists of piston, rings, wrist pin and circlips.
Rod kit consists of rod, lower bearing, lower pin and thrust washers.
Prices may vary according to year of bike.



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