

## YAMAHA YZ100G

# 100cc OF RAW MUSCLE

*Keep It in a Cage and Feed It Lots of Raw Meat*

**By The Dirt Bike Staff**

For a weight class with only two manufacturers building machines, there sure is a lot of competition between the 100s these days. Actually, all they have to do is stop improving the bikes, and they'll still sell all that they make.

But no. Every time a new RM or YZ 100 comes out, they're just bristling with better parts and faster motors. You'd think the world championship was at stake here.

Our test on the '80 YZ began at Indian Dunes, the same day we took delivery on the 125. After a number of jokes over which was which, we took the 100 out for a few spins.

Our first surprise came as soon as we eased the clutch out—there *is* some torque in that motor! Not as much low-down grunt as you'd find in an enduro bike, but a respectable little nudge right off the bottom. Actually, one of our more maniacal editors made the claim that there was just enough torque on hand to make the YZ almost competitive as a bantam-weight enduro mount (100cc class, which is actually very popular in some parts of the country). We immediately excused him on the grounds of mental derangement, and turned our thoughts more toward motocross.

We were just a little skeptical as to whether or not the YZ was up to the job. After all, any motocrosser under 250cc with good low-end power can't rev very well on top, right? And top end is the best thing you can have in the 100 class, and lots of it.

One quick run down the start straight changed our minds. The YZ revs like a banshee! If anything, the motor is even faster than last year—and last year it was more than fast enough to get the job done.

The YZ was a blast to roar down the straights on, and with the right rider aboard, it would just about keep up with the 125, but the trouble started



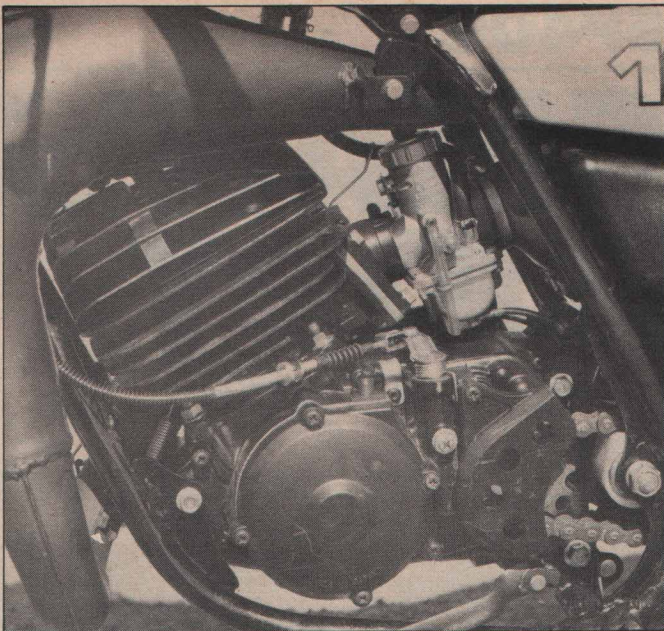
when it came time to turn. The YZ100 is just not a nimble turner. The front end has a bad habit of washing out unless the rider's weight is wayyy up over the tank, and even then it is difficult to hold a tight line. With a strong, heavyweight rider aboard the problem isn't as severe, because with a little muscle the YZ can literally be twisted back into line, but an average 100 class rider (110-130 pounds) is going to have a little trouble.

The YZ's suspension has been improved for 1980, with just under eight inches of travel at each end. The damping is good—neither end is prone to annoying hopping in the rough—but it

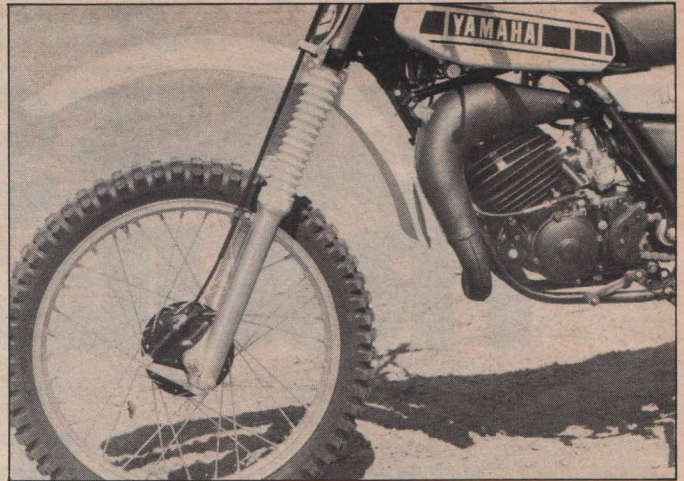
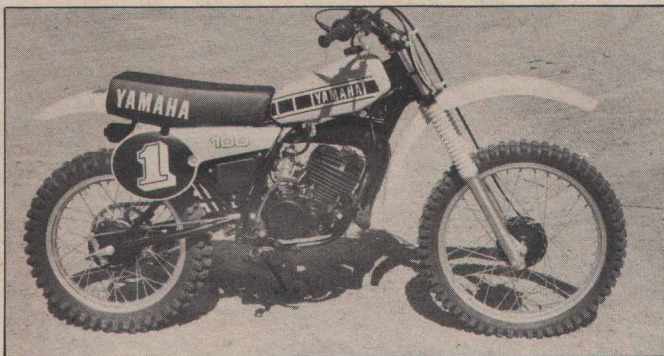
still won't get the job done with the same smoothness as the RM100. Of course, there are a number of suspension improvements available which will bring the YZ right up to par or better, but they all cost money.

The shifting on our bike was flawless. Up or down, gear-changing was no problem, and the six-speed box is well-suited to the power output, with no gaps or tall spacing to fight with.

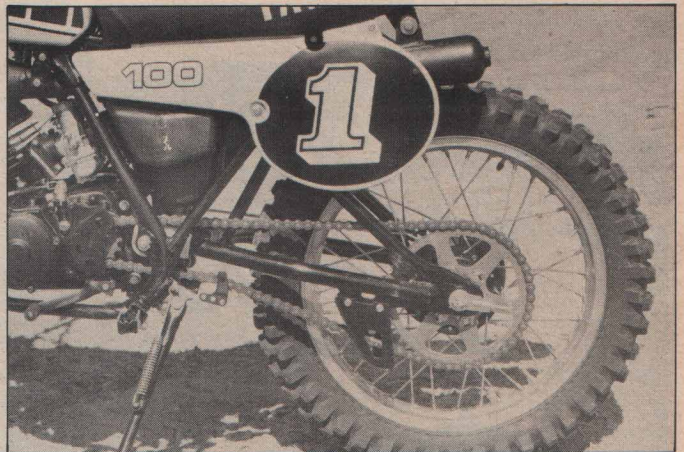
Brakes are all we've come to expect from Yamaha. Light, strong hubs that do the job with a minimum of fuss, and manage to haul the featherweight (195, ready to go) YZ down to zero in no time at all.



Yamaha managed to drag even more power out of the already fast 100 this year. And good, usable power, too.



The forks have been reworked for an additional 3/4-inch of travel.



Monoshock delivers 7.8 inches of travel now. New side panels improve the looks 100 percent.

## YAMAHA YZ100G

### Specifications

<b>NAME AND MODEL</b> .....	Yamaha YZ100G
<b>ENGINE TYPE</b> .....	Reed-valved, two-stroke
<b>BORE AND STROKE</b> .....	50x50mm
<b>DISPLACEMENT</b> .....	.98cc
<b>HORSEPOWER (CLAIMED BY FACTORY)</b> .....	N/A
<b>CARBURETION</b> .....	Mikuni VM30SS
<b>FACTORY RECOMMENDED JETTING:</b>	
<b>MAIN JET</b> .....	.210
<b>NEEDLE JET</b> .....	Q-2
<b>JET NEEDLE</b> .....	.6DP10-2
<b>PILOT JET</b> .....	.40
<b>SLIDE NUMBER</b> .....	.2.5
<b>RECOMMENDED GASOLINE</b> .....	Premium
<b>RECOMMENDED OIL (MFR.)</b> .....	Yamalube
<b>FUEL TANK CAPACITY</b> .....	1.5 gallons
<b>FUEL TANK MATERIAL</b> .....	Plastic
<b>GAS/OIL RATIO</b> .....	20:1
<b>LUBRICATION</b> .....	Pre-mix
<b>AIR FILTRATION</b> .....	Oiled foam
<b>CLUTCH TYPE</b> .....	Wet, multi-disc
<b>TRANSMISSION</b> .....	Six-speed, constant mesh
<b>GEARBOX RATIOS:</b>	
<b>1</b> .....	2.461
<b>2</b> .....	1.875
<b>3</b> .....	1.500
<b>4</b> .....	1.250
<b>5</b> .....	1.090
<b>6</b> .....	1.000
<b>GEARING, FRONT/REAR</b> .....	12/45
<b>IGNITION</b> .....	CDI
<b>PRIMARY KICK SYSTEM?</b> .....	Yes
<b>RECOMMENDED SPARK PLUG</b> .....	Champion N-59G
<b>SILENCER/SPARK ARRESTOR/QUALITY</b> .....	Yes/no/acceptable
<b>EXHAUST SYSTEM</b> .....	Up-pipe, through frame
<b>FRAME, TYPE</b> .....	Single downtube

<b>WHEELBASE</b> .....	1375mm (54.1 inches)
<b>GROUND CLEARANCE</b> .....	310mm (12.2 inches)
<b>SEAT HEIGHT AT TANK</b> .....	860mm (33.9 inches)
<b>STEERING HEAD ANGLE</b> .....	29.5 degrees
<b>TRAIL</b> .....	130mm (5.1 inches)
<b>WEIGHT WITH ONE GALLON GAS</b> .....	195 pounds
<b>RIM MATERIAL</b> .....	Aluminum alloy
<b>TIRE SIZES:</b>	
<b>FRONT</b> .....	3.00x21 Bridgestone
<b>REAR</b> .....	4.10x18 Bridgestone
<b>SUSPENSION:</b>	
<b>FRONT, TYPE AND TRAVEL</b> .....	Telescopic forks, 200mm (7.9 inches)
<b>REAR, TYPE AND TRAVEL</b> .....	Monoshock, 200mm (7.87 inches)
<b>INTENDED USE, MFR.</b> .....	Motocross
<b>COUNTRY OF ORIGIN</b> .....	Japan
<b>PRICE, APPROX.</b> .....	\$1097
<b>PARTS PRICES, HIGH-WEAR ITEMS:</b>	
<b>PISTON ASSEMBLY, COMPLETE</b> .....	\$24.58
<b>RINGS ONLY</b> .....	\$4.00
<b>CYLINDER</b> .....	\$103.25
<b>SHIFT LEVER</b> .....	\$7.08
<b>BRAKE PEDAL</b> .....	\$8.44
<b>FRONT SPROCKET</b> .....	\$5.50
<b>DISTRIBUTOR:</b>	
Yamaha International	
6555 Katella Ave.	
Cypress, California	
<b>OVERALL RATING, FROM 0 TO 100. VARIOUS CATEGORIES, KEEPING INTENDED USE OF MACHINE IN MIND:</b>	
<b>HANDLING</b> .....	94
<b>SUSPENSION</b> .....	96
<b>POWER</b> .....	98
<b>COST</b> .....	95
<b>ATTENTION TO DETAIL</b> .....	98
<b>EFFECTIVENESS, STONE STOCK</b> .....	98

Appearance items have been changed for 1980 too, and the FIM-style number plate/side covers and fenders are direct steals from the larger YZs. As a matter of fact, it's very difficult to tell the various YZs apart anymore—from a reasonable distance.

In a nutshell, this is it: The motor has more power throughout the range for '80, and the suspension has undergone similar improving. Although the YZ has excellent power for a motocrosser, it's not so difficult to work with that motocross is all the bike can do. With the addition of a spark arrestor the YZ could be a perfectly acceptable all-around mount, and should keep most owners busy riding for at least a few years—any kind of riding.

How is it going to work against the RM? That all depends on the riders. The YZ will still be first into the first turn, but whether or not it remains in the lead will depend on the rider's mastery over the minor handling quirks. Yes, the Suzuki will still out-turn it, but when it comes to a war of motors, the YZ is still going to remain on top. □