

# Mini Test: YAMAHA YZ100“H”

The bike for this test is the YZ100H and we wish to thank Barry Smith — Yamaha, Fern Tree Gully for the loan of his bike.

My first impression of the YZ100H is that it looks exactly the same as last years model except for a new tank decal and a silver painted swing arm.

The rear swing arm although it looks like aluminium is still the same chromoly unit as in the past only on the 'H' model it is painted silver, surely a alloy unit would be a better proposition.

All the general specifications such as overall length (2,060mm-81.1"), overall width (860mm-33.9"), overall height (1,165mm-45.9"), seat height (860mm-33.9"), wheel base (1375mm-54.1"), ground clearance (310-12.2") and net weight at 85 kg (185lb) are the same as the superceded 'G' model.

The riding position I found was very comfortable. The seat is firm but comfortable as are the handlebars. The levers are the same Magura type bend. I personally prefer de handler type levers.

The kill switch is located on the correct side (the left hand side). The throttle seems to be a little too long in its action. A quick action unit would be a good investment. A unit similar to that which is fitted to the new YZ125'H' (a straight pull unit) would be ideal.

The motor remains the same proven reed valve unit (even to the model prefix not stamped on the crankcase — 3R2) with a bore and stroke of 50mmx50mm (1.97"x1.97") using a compression ratio of 8.4:1).

The carby is the same (30 mill) as is the air cleaner. Sparks are supplied by a C.D.I. unit. The gear box ratio's have not been changed. Drive to the rear wheel is by 520 chain using final drive sprockets of a 12 tooth countershaft to a 45 tooth on the rear wheel.

One of the changes is that the chain tensioner has been scrapped and in its place nylon blocks are used to guide the chain onto the rear sprocket. This means that the alignment and tension of the chain have to be spot on else thrown chains will be the order of the day.

Overall handling (although good) I feel has room for improvement. For the front forks fit air caps, drain the oil from the forks and refill with a 5 weight oil. By adjusting the air pressure and oil weight the front can be dialed in to suit individual riders.

The rear end I feel could be improved by fitting a different spring set up. (Such as used on Ohlin Shocks). By using a short pre load spring.

Wheel travel front (200mm-7.87") and rear (200mm-7.87") remain the same as the 'G' model.

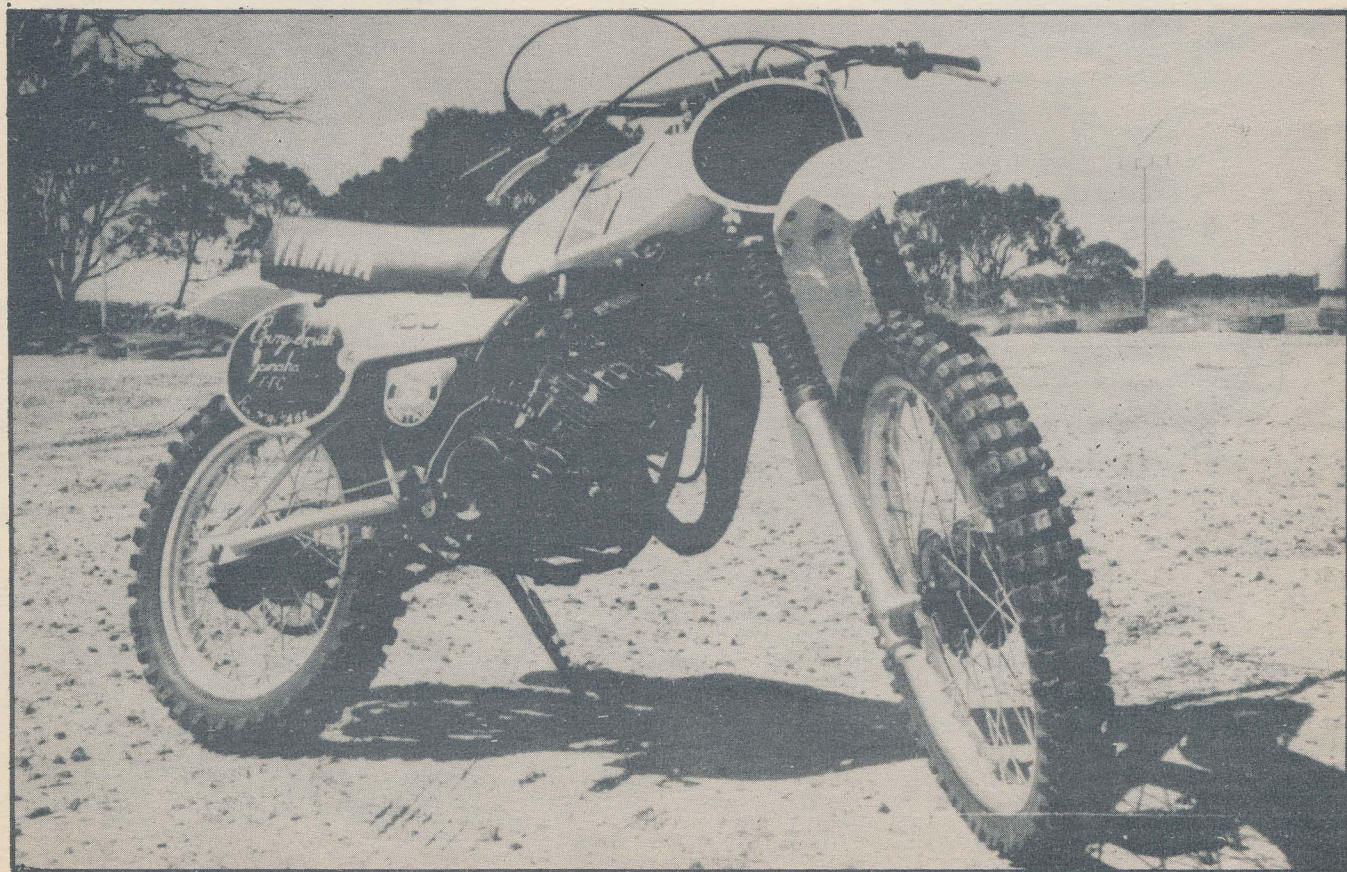
Front and rear tyres are adequate until they

need replacing then go for better quality tyres. Brakes (front and back) are excellent. A combination of both add up to a very efficient stopping force.

In summary:— It's a pity Yamaha did not see fit to improve the suspension of the YZ100H. The motor is definately fast enough, it pulls very strong and in a straight line is very fast. If the YZ100H had the same suspension (mainly travel) as its main rival the RM100 would be a bike very hard to beat.

However I still think with a good rider aboard it will still be very competitive in the 100cc class. The YZ100H will set you back \$1,149.

P.W.





**YAMAHA YZ100 "H"**