

AUSTRALIAN

TRAIL & TRACK

MARCH, 1981 — \$1.20

TESTS: Honda 125MX Pro-Link

YZ465 "H"

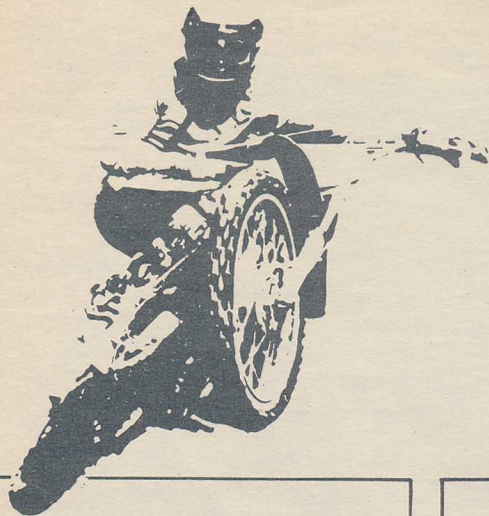
YZ100 "H"

'81 KXL250 Kawa

TRIALS TEST

— Monty 125





TRAIL & TRACK

March 1981, No. 90

MANAGING EDITOR
Les Swallow

TESTERS
Norm Lindsay
Mark Tyler
Murray Crawford
Pete Whittington

CONTRIBUTORS
Julie Joyce
Norm Watts
Keith Flavell
Peter Nash
Graham Monro
Jeff Whittington
Trev Day.

COLUMNISTS
Mark Hill
Murray Tainton

OFFICE AND ADVERTISING
1A Station Rd.,
CHELTENHAM 3192 Vic.
Phone 550 2351

PUBLISHER
Les Swallow
L.W. & T.S. Nominees
Tootal Park,
Tootal Rd.,
DINGLEY 3172

Registered Category B for posting as a periodical
at G.P.O. Melbourne.
All material is copyright and cannot be used
without prior written permission of the Editors.

Contributions are most welcome. They must be
accompanied by a stamped, self-addressed
envelope for return. Photos accompanying
articles should be Black and White, and must
have senders name and address on back. Details
of subject should also be noted on back of photo.

Distributed in Australia and New Zealand by
Gordon and Gotch.

features

KAWASAKI KLX 250 '81 14
The goodiest "Green Meanie" yet.

HONDA CR125 P'LINK 25
Rocketing and Red all the way

YZ465 "H" 34
It's got the power if you've got the talents

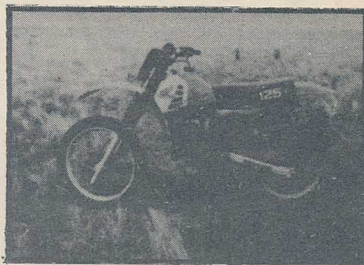
YZ100 "H" 60
Much the same as the "G."

MONTY 125 TRIALS 22

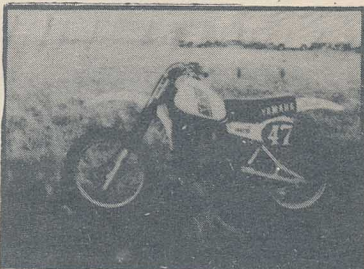
SIMPSON FINAL PART 40
At last MC gets to the end.



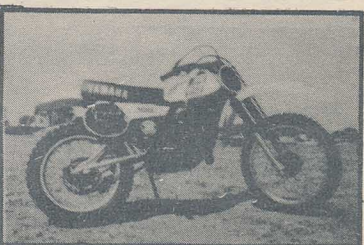
KLX 250 KAWASAKI



CR 125 RB HONDA MX



YZ465 "H"



YZ100 "H"

regulars

NEWS, NEWS, NEWS
Who's done what, where and when 6

ENDURO with Tainton
Muzza's at it again 13

LETTERS/DNF's
Whats your beef? 11

MINIS
They have beef too you know 58

Average sales per issue for 6 months to July — 15,019
(Accountable via Gordon & Gotch documentation)



YAMAHA 465 "H"

MX Test: YAMAHA YZ465 "H"

Whether you like to admit it or not, we ride American YZ's. Oh yes, I know they are made in Japan, but mainly for the American market. The only concession made to Australia is the white colored plastic instead of that awful jaundiced color that USA YZ's come with. The reason behind this is that Australia only accounts for just two percent of Yamaha's total market.

Obviously, this is way too small to even consider making special bikes for. However, this does not really matter in most cases. We, like our rich American cousins, want fast, well suspended and top handling machines.

Problems can arise however when a few subtle differences between the USA and Australian markets occur and we have to make do with what we are given. Sometimes the differences are not really so subtle and the bike turns out to be a real pig for all but a few people.

ENGINE

The YZ may not be a full 500cc but it sure feels like it! Yamaha have produced an engine that sets the standard in outright power. All this is gained from a conventional engine layout. Utilizing reed valve induction through a 38mm Mikuni, a cast iron bore, CDI ignition and a five-speed transmission. It is not really surprising that Yamaha can produce a big bore engine with so much power when you consider the 25hp output of 125's.

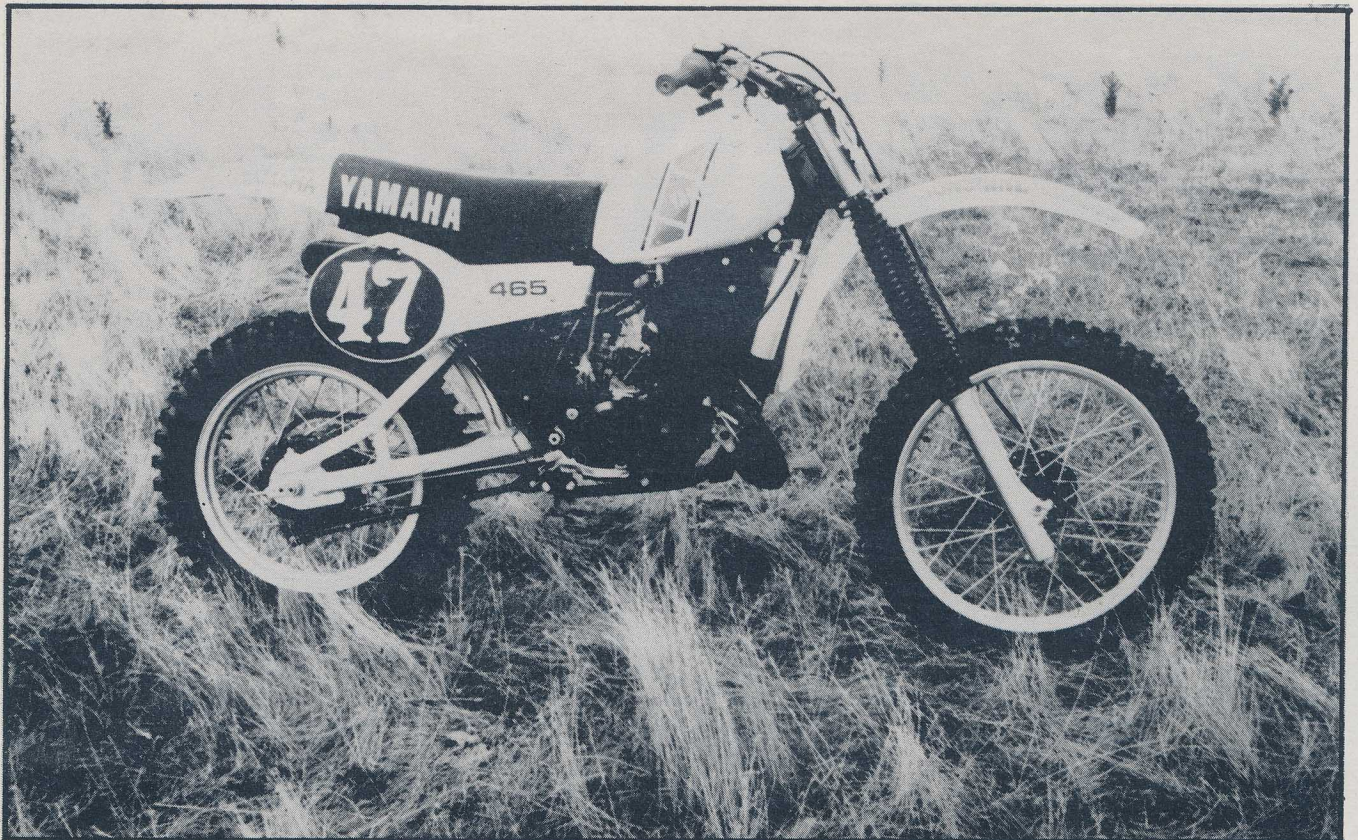
What is surprising is the delivery. A wide and very torquey response is characteristic of the 465. If the engine did not rev so readily you would swear it ran with a monster flywheel!

We often ran the bike about two gears above what we should have to see whether it would bog down or pull out. Every time it drove on, with one hell of a rush. A wide power band in an open-class bike is usual. Our test bike was no different in this respect but

differed in its response from the CR450 and KX420. Where as the other two have a steady build up throughout the rev range, Yamaha's 465 has two distinctive power surges. The first is just off idler. Then, around midrange, the 465 pulls away even harder, often unexpectedly, lose concentration or become a little tired and the YZ will try its best to kill you!

This is the other side of its character. YZ465's are undeniably fast, extremely torquey and have a wide powerband. They are also too damned powerful for most people and have a really scary power build-up.

When this mid-range surge hits through a corner the front wheel claws in the air while the rear slides out. Try to go through the same corner lower down the rev range and you find the better 125's passing around you. You see, having the fastest machine on the track means damn all if the power can not be used.



Bike is overshadowed by massive front forks.

To cite another situation where the power is a disadvantage let me compare the CR125 and YZ465 around a sweeping left hand flat-track style turn. On the little Honda it is possible to hold the throttle full on and ride right around. With the Yamaha the rider has to back off or the rear wheel spins right out!

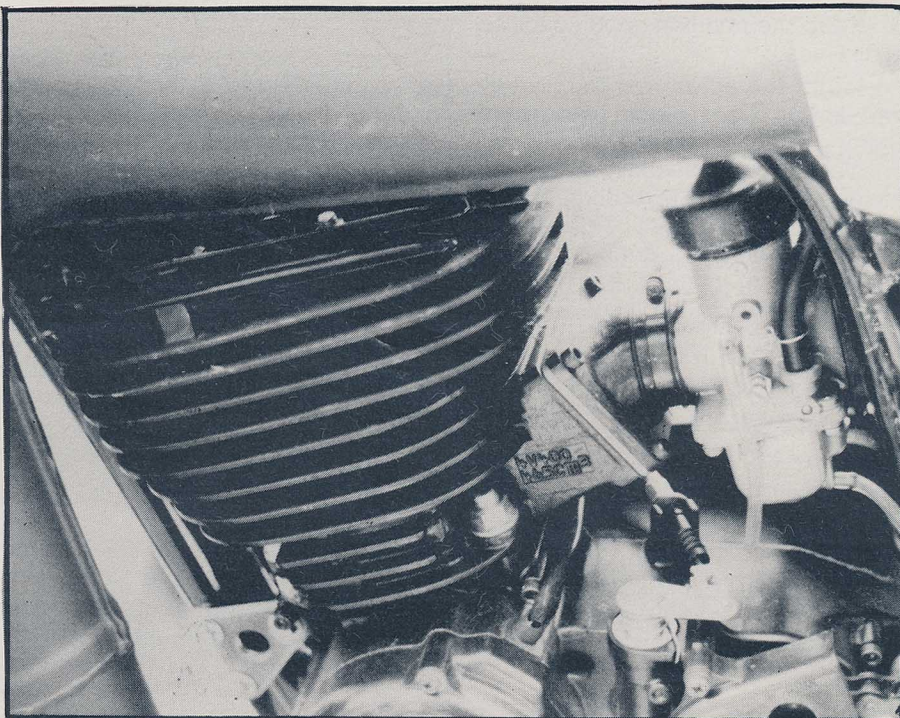
I am directing these comments to the C grader and average B grader; of course, with a top A or B racer the Yamaha is all but unbeatable. A better rider is not scared by the power and is able to control it the whole length of the straight . . .

On more down to earth details we found the YZ free from annoying vibrations that can send your fingers numb.

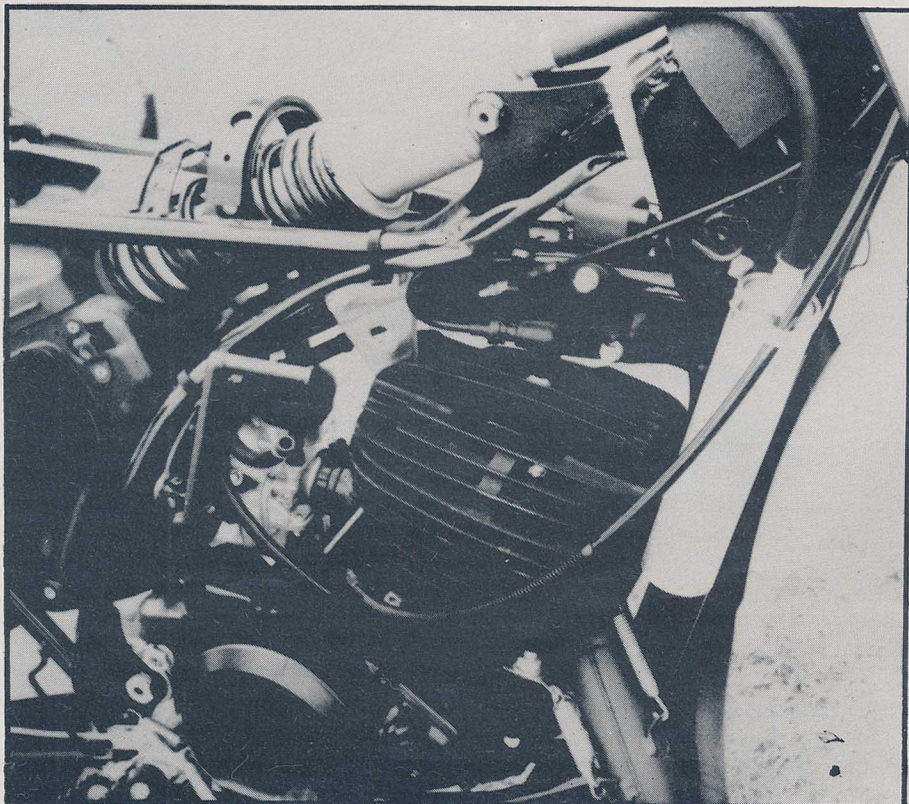
However, stock standard, the bike is jetted like Sherman Tank running on methanol! Our test machine was way too rich at first. A little fiddling around with the needle achieved a reasonable state of tune, but for spot-on jetting the slide may need changing. Without tuning, the engine is a pig — way too rich.

Sunshine Yamaha were not initially aware of the problem and assured us that all future 465's sold by them

would be perfectly jetted. (I hope other dealers will also set their YZ's up correctly).



The heart of the matter — 465 of TNT if you can use it.



Monoshock reservoir hangs out front.

As Steve Gall proved at the first round of "Mr. Motocross", stock YZ465G air filter systems do not work. Amazingly enough the new filter and air box appear identical to the old! When we were comparing the airbox with that of a well used "G model" the owner claimed he had no bother with dust. I wouldn't risk ruining the engine and suggest the owner fit a UNI accessory unit.

Also be very careful when installing the filter and line the sealing surface with a liberal coat of grease.

Fixing this problem is not too difficult but by now we should no longer have to put up with this lack of quality.

I'm sure you have all read Murray's article on the 465's problems and have noted what he said about the gearbox. I am not going to be quite so harsh but I do agree on some of the points he raised.

It would appear to me that Yamaha's capabilities to produce powerful engines has perhaps outstripped their ability to produce reliable gearboxes.

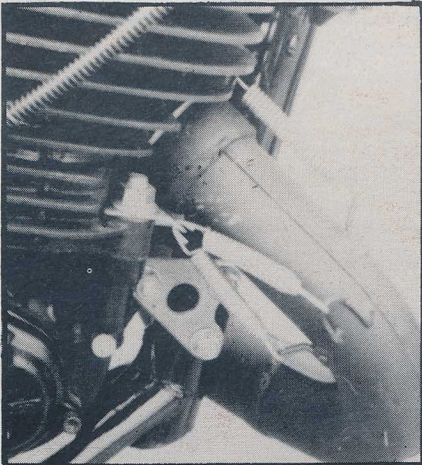
In an attempt to avoid possible problems we suggest that you —
1) **Never** use engine braking . . .
2) **Change the oil** regularly . . .

3) **Keep the chain** in good condition at all times.

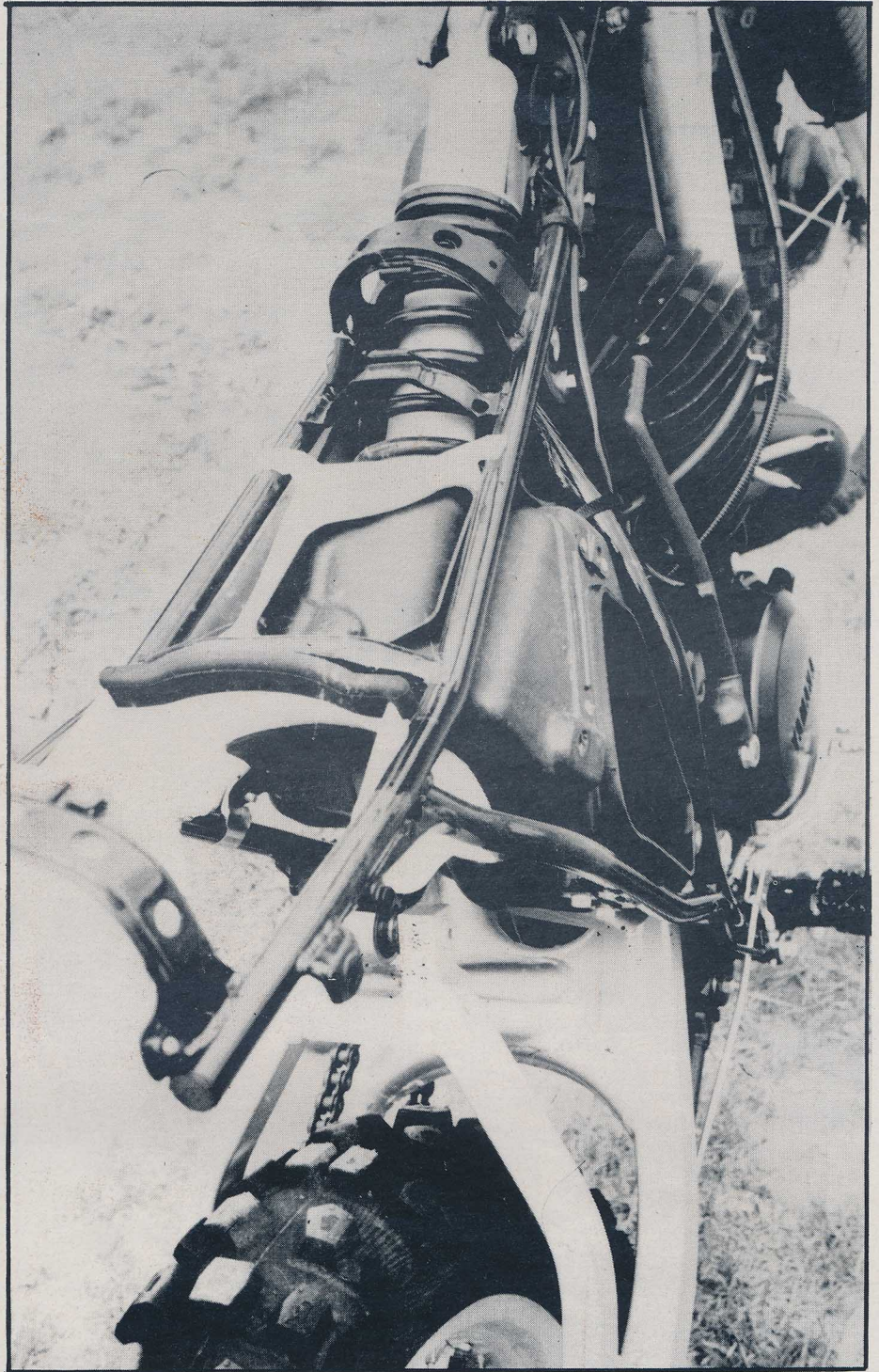
I found the actual gearbox ratios and action were close to perfect. Starts from 3rd gear were easily possible and this virtually eliminates the need to change up before the first corner on most tracks. This is very important when you consider that a holeshot can mean the difference between 1st and 5th place!

The YZ465 is a machine that does very well if you compare ultimate speeds. With standard gearing a YZ should pull 90 mph.

'Notchy' is the best way to describe the Yamaha's gear changing. You always know that a change has been made.



No fear of pipe coming off.



Mono unit may get the axe next year for something like Honda's ProLink.

FRAME AND SUSPENSION

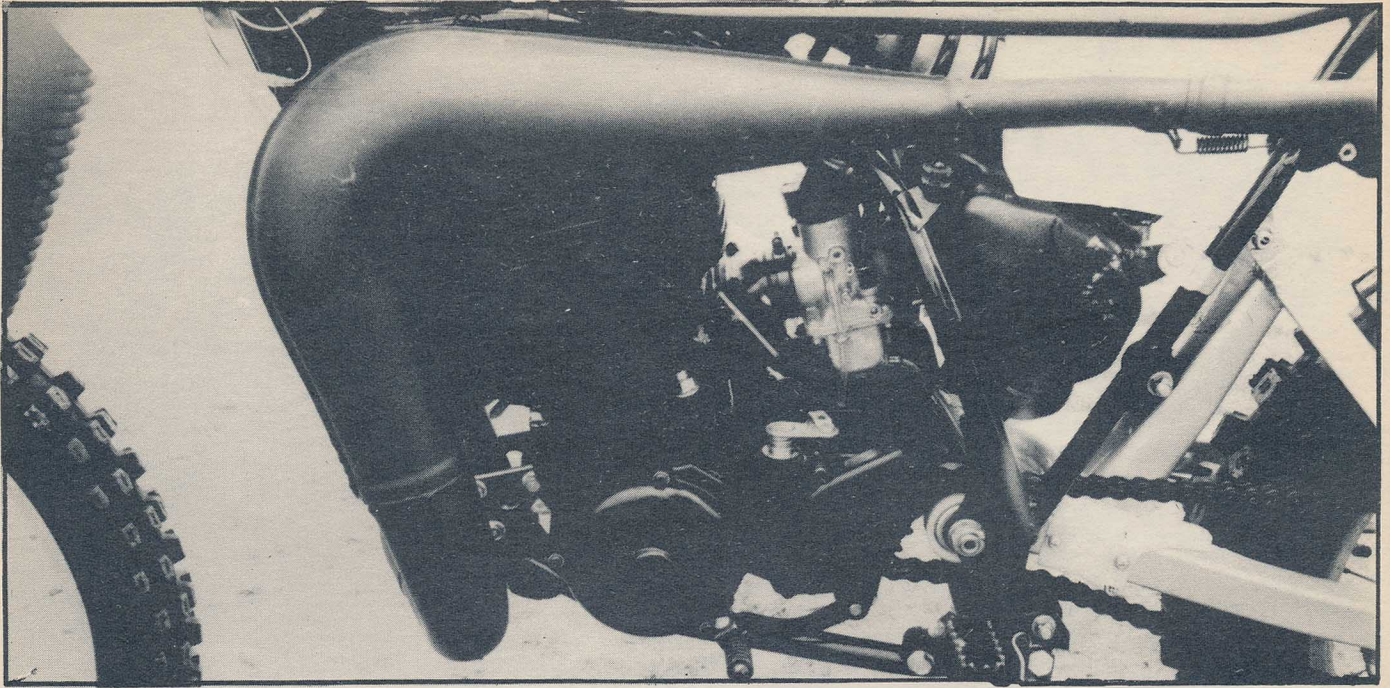
There are two ways to look at Yamaha's move to increase the fork staunchon on diameter to 43mm. Obviously they hold more fork oil and should eliminate flex. Another reason may be that it is a low cost attempt at minimizing the effects Yamaha's patented monoshock unit has on overall handling. With the load from the rear wheel being transferred to the

steering head it is possible that there could be some 'jarring' effect. This could induce head wobble and fork flex.

Increasing the fork diameter may minimize these adverse traits. To some degree it works; however, a new problem arises. Firstly the YZ465 does start to wobble at certain speeds (around 30-40 mph) and then

the wobble disappears. (Not as bad as the Maico, though!)

Last year Steve Gall tried a set of Fox Forks on his YZ but had to remove them. This was because they transferred all the jolts and vibrations to his hands. To a much lesser extent Yamaha's 43mm units have this effect. By dusk our arms began to feel



Power pipe dial's raw power.

sore after riding the YZ throughout the day.

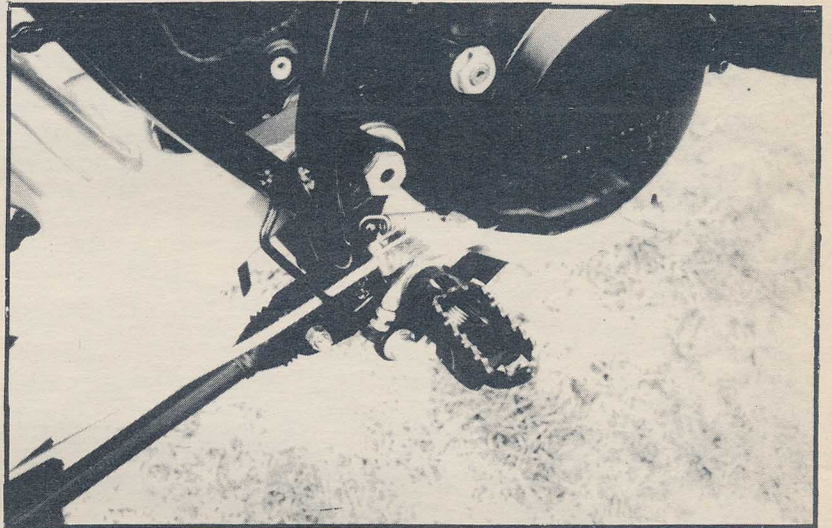
The actual absorption and rebound action was disappointing. Perhaps the stock fork oil is the trouble. The forks weren't supple over smaller ripples yet bottomed out harshly over high jumps.

A lot of adjustment is going to be needed to set up these forks for individual owners. They hopped over whoops and never felt completely at home.

Down the other end was quite a bit better. To start with we had the adjustable monoshock with its thirty settings set in its slowest rebound position. "Mediocre" was the word. After this was adjusted we felt much more comfortable. The spring rate was not quite so simple. High jumps caused the YZ to bottom out hard. But any increase in the spring preload caused the monoshock to be too firm over smaller bumps. The trick here is to increase monoshock pressure by a few pounds. That's what the experts are doing.

Directing the 465H around a motocross track requires a combination of brute force and ability.

The bike does not feel at all like a 250 as does the Honda 450 but will track and turn very well. The rider must be on the ball to achieve this. He must know where to position his weight and how much throttle to give. Otherwise he will have an instant high-side or tankslapper.



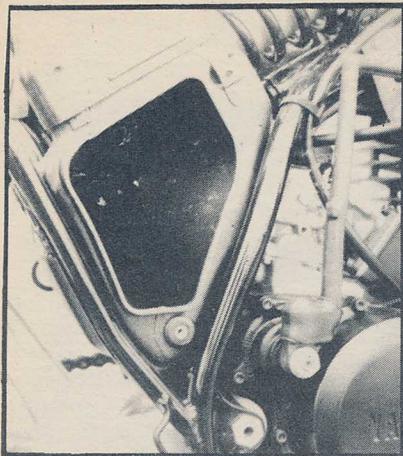
Brake lever is nicely crafted and tucked in.

When you do sort out the bike's characteristics to your liking your lap times should decrease considerably. And for those deep, sandy sections the YZ's 'tank' torque comes in handy.

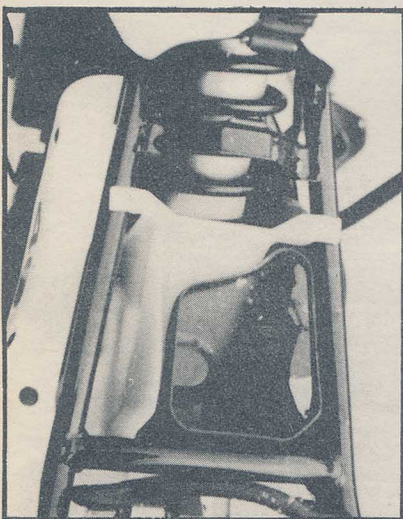
Quick changes in direction, especially in the type of situation when, for example, you want to avoid a fallen rock is not always easy. The YZ seems to fight against you. But again we must point out the bike is very suitable for an "A" or a good "B" grader. The YZ465 will let you control

it properly if you know how, using all the modern M/X techniques (which is a story in itself!). As with the "G" model, Yamaha's new 1980 upper frame design gives fine steering.

With so much power it is not surprising what bad shape you can get yourself into if you're not careful. The standard answer for getting out of a tankslapper has been to "Gas It!" This sometimes worked on the YZ while at other times it only made matters worse.



Aircleaner area looks mighty like last years
— enough said.



DETAIL

Yamaha have not made any sweeping changes to this year's 465. Instead they have concentrated on the detail areas. The fuel tank is now shaped to offer unrestrained movement and carry more fuel. Mounted on the single down tube frame is the remote reservoir, made from aluminium and increased in size to accept more oil. A rather bulbous looking exhaust pipe directs fumes through a reasonably effective muffler. For all you M/X trend setters, Box Hill Honda sell Answers Products Aluminium mufflers for the YZ at around \$55.

Foot pegs, gear and brake levers all feel much more comfortable than on the YZ250. The side stand also

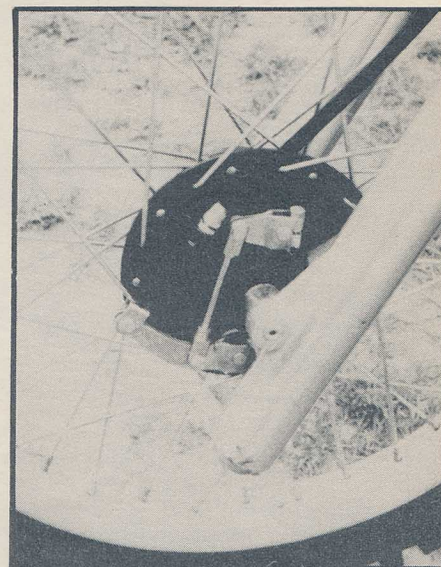
works much better and has better road clearance.

Chain guides are mounted all over the chain in the usual Japanese attention to detail.

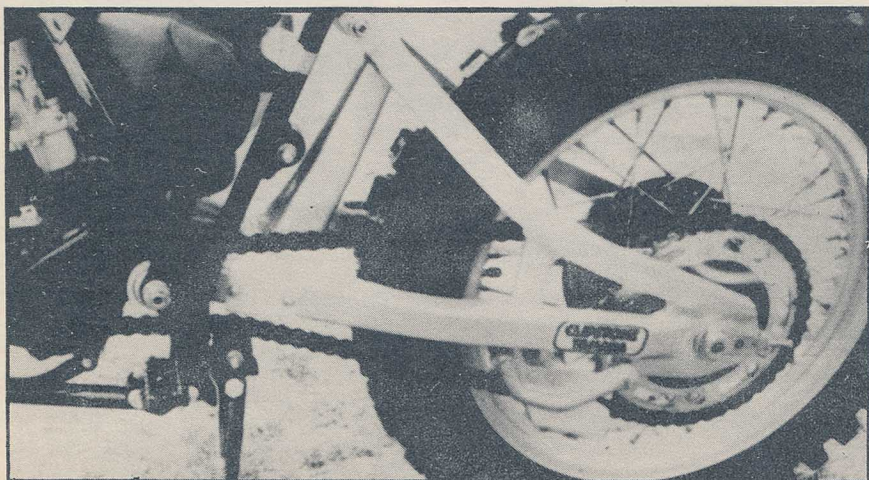
The rear brake on the Yamaha drew no complaints. The front stopper was raved about. It has to be the best in the business. It is even better than Honda's twin leading shoe unit.



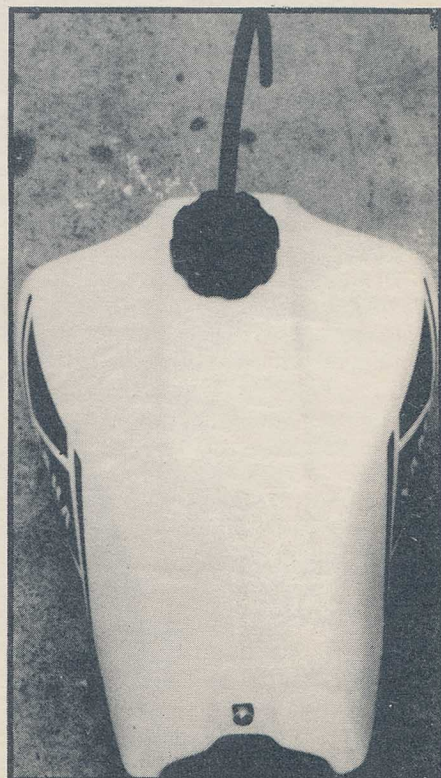
Forks are massive 42mm.



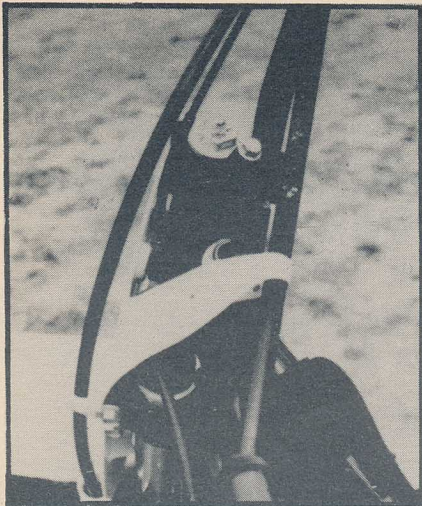
Front brake is twin leader.



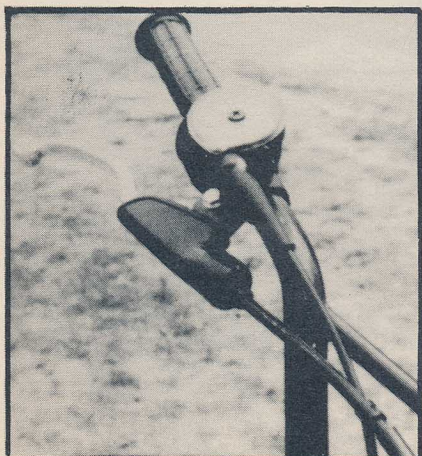
Rear chain is well guided.



Tanks is well shaped for rider comfort and to carry maximum fuel.



Front forks are air assisted.



Throttle is see thru whirlpool.



CONCLUSION

If we came out and said the YZ465H was a disappointment without qualifying this statement people would think we were wrong. Mainly after seeing Gall and his fellow Yamaha riders do so well! The point is these few gifted riders have the ability to use the bike designed for another market. That market being the USA where there are many more people able to use the 465 and because the tracks are generally faster.

Also the Americans are a race of power freaks; you really should have known!

Getting back to basics we really do not see the 465 as a suitable competitor for the Honda 450 in the vast C grade and play racer market.

Mark Tyler

Price: \$2099. David Riley

Motorcycle courtesy of Godfrey Mallia and Sunshine Yamaha, 137 South Road, Braybrook.