

Yamaha YZ100F Monocrosser

TO GO FAST, OR TO HANDLE; THAT IS THE QUESTION

The other half of the 100 class

By The Staff of Dirt Bike

A lot of kids write in every week with a letter that goes something like this: Dear DIRT BIKE, I am 13 years old, weigh 100 pounds, and am too big for my 80. Should I go out and buy a 100, or would I be better off with a 125, since I will outgrow the 100 too quickly?

It never fails.

Well, kid, we think we've finally got some kind of an answer to your question. Think harder about the 100. Not only is a 125 too big and too fast, but the 100s built today are amazing. The little suckers are putting out nearly 20 horsepower, which is plenty for anyone stepping off of an 80.

But, there's another catch. Which bike should you buy? Right now there are only two manufacturers making a decent 100cc racer: Yamaha and Suzuki. In this test we'll be looking hard at the Yamaha, but slipping in valuable information about the Suzi. Then you'll have to decide which one is for you. Three months ago we ran a



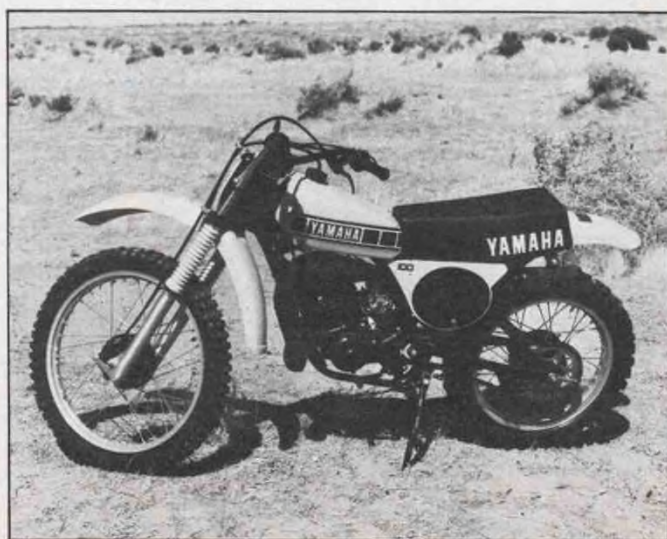
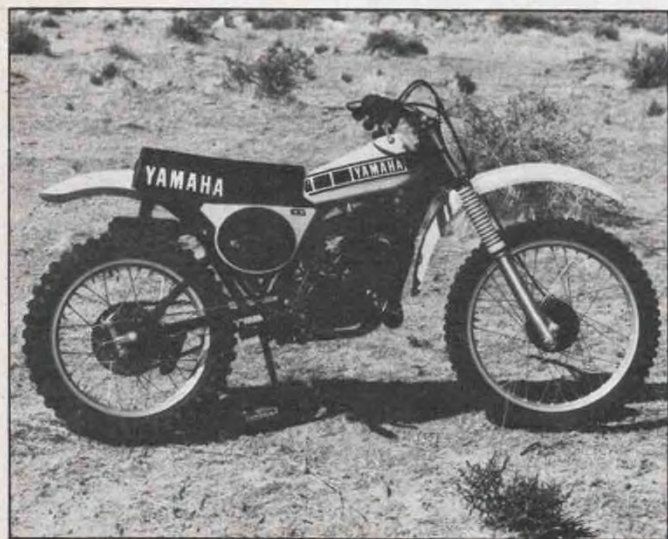
test on Suzuki's RM100N, so you'll probably want to dig through your dresser drawers and find the story, compare the two, and see what Dad says.

Looking over the YZ100F is like taking a trip in the past. Back to last year. The motorcycle is almost the exact same model, with the only noticeable exception being the addition of the word Yamaha painted on the seat.

It still has the six-speed tranny, trick plastic goodies, monoshock and leading axle suspension and standard side plates, but there is one difference that sets it far apart from the bike it was last year. The development of the Suzuki RM100N racer.

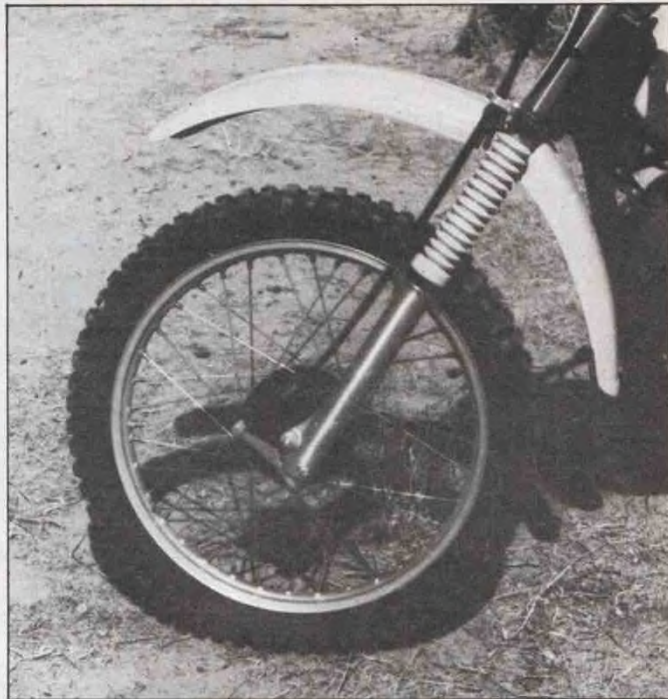
Last year Yamaha had it all over Suzuki with this bike, but now has to contend with the RM's superior suspension and better handling characteristics.

An important factor should be considered before choosing the YZ over the

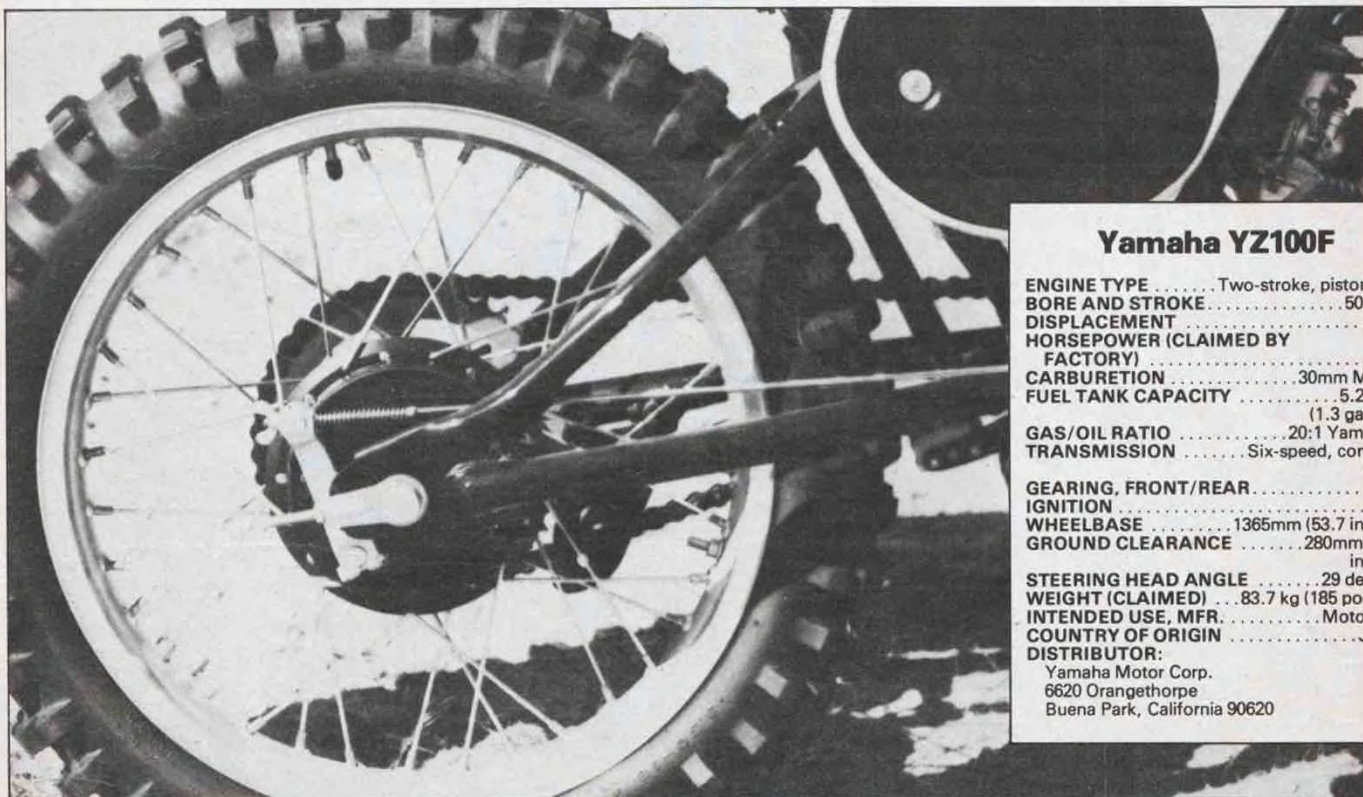




98cc of forward momentum—keep it screaming.



The 100's forks stroke out at 7.1 inches, do a reasonably good job.



The monoshock swingarm looks spindly, but does the job with a minimum of flex. The brakes are excellent.

Yamaha YZ100F

ENGINE TYPE	Two-stroke, piston port
BORE AND STROKE	50 X 50
DISPLACEMENT	.98cc
HORSEPOWER (CLAIMED BY FACTORY)	N/A
CARBURETION	30mm Mikuni
FUEL TANK CAPACITY	5.2 liters (1.3 gallons)
GAS/OIL RATIO	20:1 Yamalube
TRANSMISSION	Six-speed, constant mesh
GEARING, FRONT/REAR	N/A
IGNITION	CDI
WHEELBASE	1365mm (53.7 inches)
GROUND CLEARANCE	280mm (11.0 inches)
STEERING HEAD ANGLE	29 degrees
WEIGHT (CLAIMED)	83.7 kg (185 pounds)
INTENDED USE, MFR.	Motocross
COUNTRY OF ORIGIN	Japan
DISTRIBUTOR:	
Yamaha Motor Corp.	
6620 Orangethorpe	
Buena Park, California 90620	

RM, or vice versa. What is more important, the better handling of the Suzuki, or the rocketship powerplant of the Yamaha?

In our minds, the engine pulled the Yamaha through. No matter what the Suzuki handles like, if the Yamaha is the first one into the first turn, which

it most likely will be, you gotta pass it. And without the motor, it could get real tough, no matter what the track is like.

But remember, we've got to get back to thinking about kids now, not horsepower. What can a 13-year-old handle? Twenty horses, or should he be put on

something a little tamer, yet still competitive? Either way, the 100 is the way to go now. The 125 classes are getting too rough for kids fresh out of the minis, and it's not the hot setup for a learner to go out and get hurt trying to do something his body wasn't meant to do. □