

TRAILMASTER REVISITED

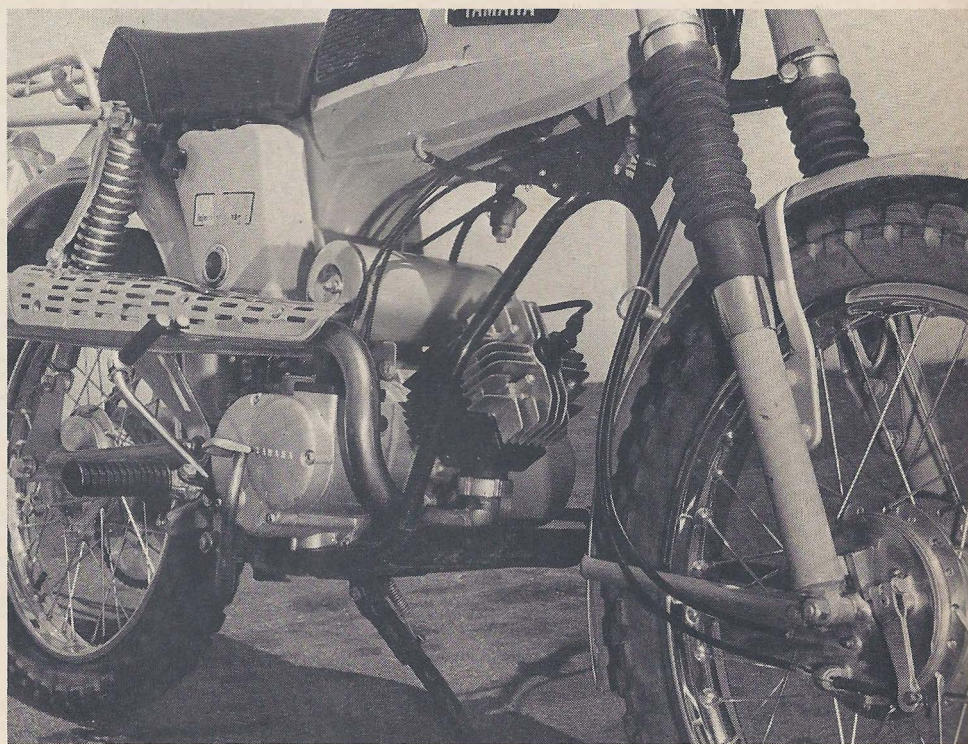
Yamaha's YL2-C



IN THE FIRST issue of Cycle Guide we tested a then new machine on the American market. At that time we felt it had a good chance to become one of the best selling trail bikes ever to hit our shores. In just over a year and a half our prophecy has come true. This bike has become one of the two best selling trail bikes ever to grace our backwoods areas. Its name . . . Yamaha Trailmaster 100.

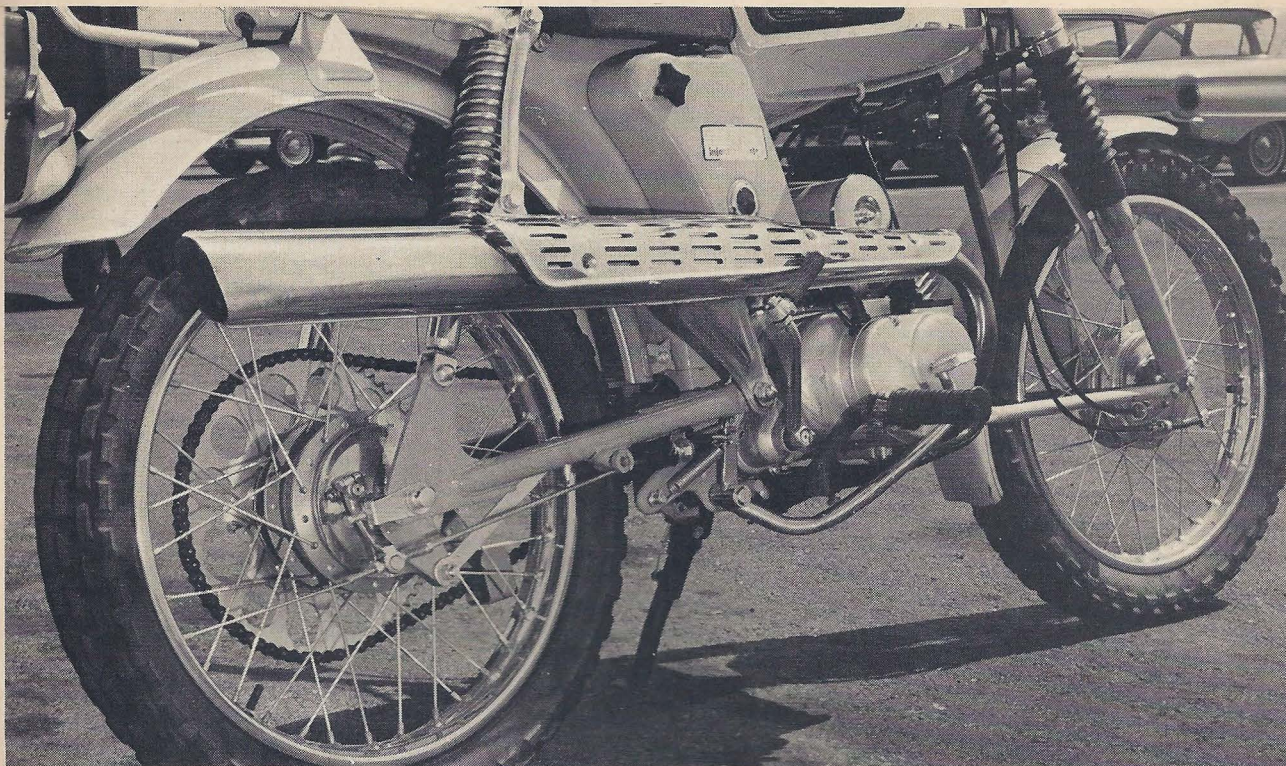
In our first test we told how the Trailmaster was a machine that had the vast majority of its development work done in this country. Yamaha sent their American distributor a prototype machine which was subjected to a vigorous period of testing. Many changes were incorporated in the test machine and then the bike was shipped back to Japan for final development before production started. All the changes the staff of Yamaha International suggested were made with perhaps a couple of minor exceptions.

We have had a great deal of time to observe the Trailmaster in action. Last

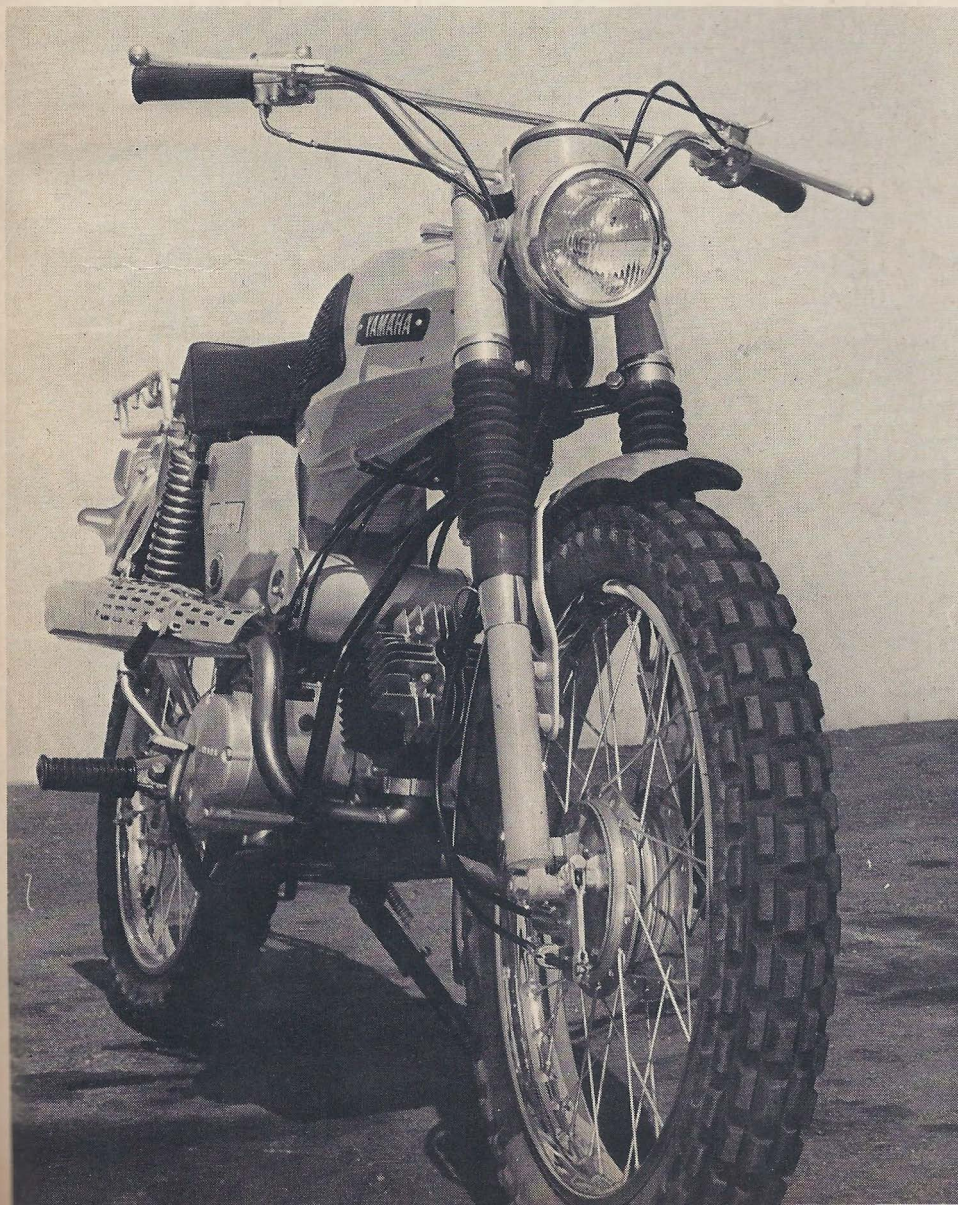


The engine is fairly wide but a well designed bash plate is there to protect it. Ground clearance is better than six inches.

The large knobbies are the same size front and rear. Fork travel is right at four inches.



The forestry approved spark arrestor muffer is covered by a heat shield and tucked well out of the way of protruding rocks.



year during our first annual trail bike trip the only machine used was the Yamaha 100. This year we had one along on our second trip. Both times we can report that the Yamahas came through with flying colors.

Having lived with these bikes for a total period of almost a month we can find only three small complaints. The first is the weight. At 245 pounds, fully gassed and ready to go, the Trailmaster is a bit heavy for its displacement. Our second complaint concerns the width of the engine but this is offset by the convenience of the electric starter. This component causes the extra width but to our way of thinking it's worth it. The third area we feel could stand some improvement is the suspension. However, this is something the average rider would never notice. It's safe to say that all the members of our staff, including our guest testers, are better than average riders. Our trail riding is more comparable to a high speed enduro and as such we feel that for the man who wants a trail bike for the weekends, the handling of the Trailmaster is hard to beat.

The best thing the 100 has going for

it is the engine. Rugged to the point of absurdity, the 97cc mill will take all that is dished out and keep coming back for more. We have had the chance to put 2,000 miles, over the roughest terrain California has to offer, without any engine failure. The way we ride the machines this has to be a record. In one dire emergency, we had to disconnect the fine Yamaha oil injection and run straight mix in the gas tank. The Trailmaster took it all in stride. Our staff has nothing but good things to say about the rotary valve powerplant, and that's rare.

The bike comes with both trail and road sprockets. It's simple to change from one to the other and can be done in a matter of minutes. With the road sprocket the top speed is in the neighborhood of 55/60 mph. 20 mph is dropped when the trail sprocket is used but then you have gearing to spare. On the trail gear the bike can putt along, just above idle with the clutch fully engaged, slower than a walking pace. This can be a big advantage if you're trying to pick your way either up or down a narrow, rocky trail. Top speed on the trail sprocket is 35/40 mph.

As we mentioned, the 100 is a bit heavy but there is another side to this. Because it is heavy, every component is strong. Bending of either the forks or frame is almost unheard of. The triple clamp can take a terrible shock as one of our staff found out . . . the hard way. Wheels and rims stand up well. We have bounced off many a large rock with no adverse effects to either.

Of course the machine is provided with a forestry approved spark arrester and it's mounted high on the right side of the bike, well out of the way of stray rocks and such. Heat shielding is very good, thus it's next to impossible to burn your leg.

A sturdy engine guard is part of the initial purchase as are knobbie tires large enough to get the job done.

On many other trail machines, the tires provided have to be replaced because they don't have a cross sectional area great enough for the weight and size of the bike.

With the Trailmaster you can have your choice of colors, as long as it's either red or yellow. For safety reasons these are the only colors available. Chrome is in evidence on the muffler,



Waterproofing of the ignition system is very good. The Trailmaster will run until the air intake is under water.

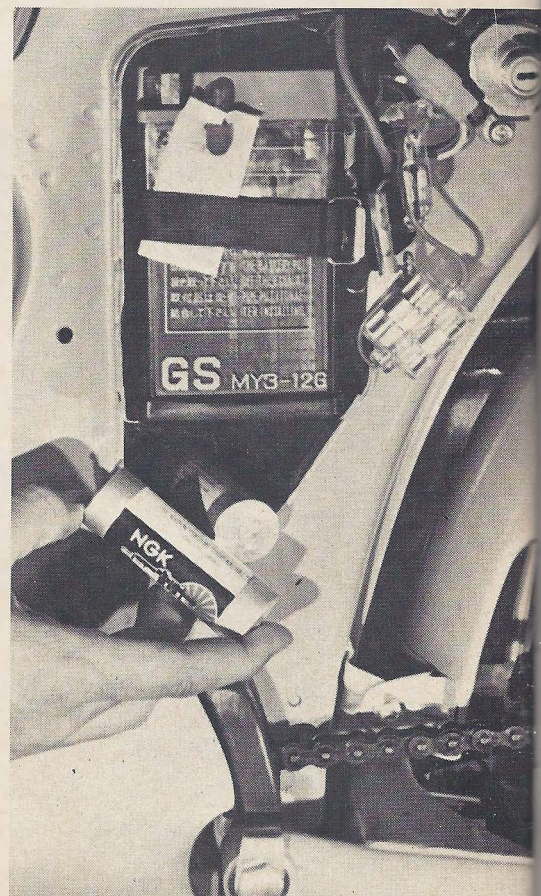
side panels of the gas tank, and of course the rims.

The seat is fairly small, it's only meant as a solo, but very comfortable. Peg location is good, it's no problem for the rider to stand while going over the more rugged areas one might ride in. All the controls are located within handy reach of either feet or hands.

The oil tank is placed on the right side of the frame and holds just over one quart. This is more than enough for a weeks trip of hard riding. On the road it should last between 800/1,000 miles.

There are very few accessories that a person has to buy when he picks a Trailmaster. Along with the knobbie tires and skid plate, a large rack is provided for carrying miscellaneous gear; sleeping bag, tent, food, etc.

The Yamaha Trailmaster is a good, robust trail scooter. We can heartily recommend it to anyone who's looking for a bike to have kicks with. After all, isn't that what cycling is all about?



Under the battery an area is provided for the tool kit and spark plugs.



Because the Trailmaster is heavy it will settle in sand until it finds a bottom. Keep your weight over the rear wheel and you'll get where you're going.

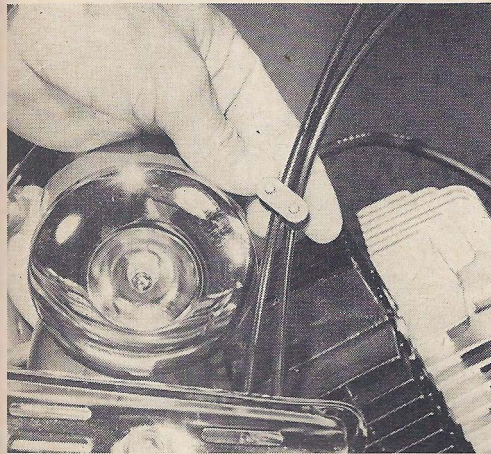
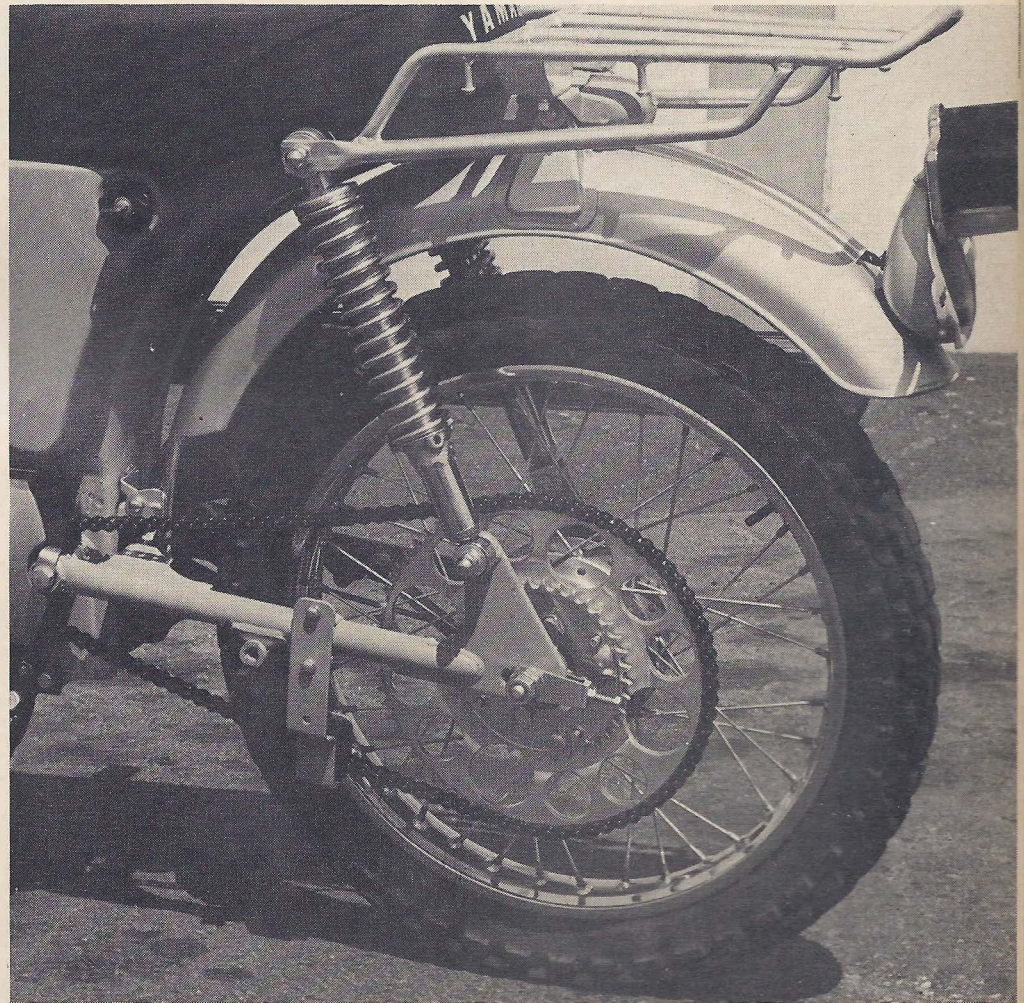


Keeping check on the oil level is easy since Yamaha placed a sight gauge on the oil tank. When you can't see the oil it's time for more.



A healthy luggage rack is provided to carry the essentials. Switching from one sprocket to the other is only a five minute job.

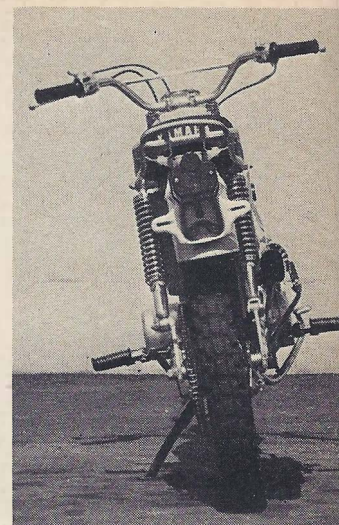
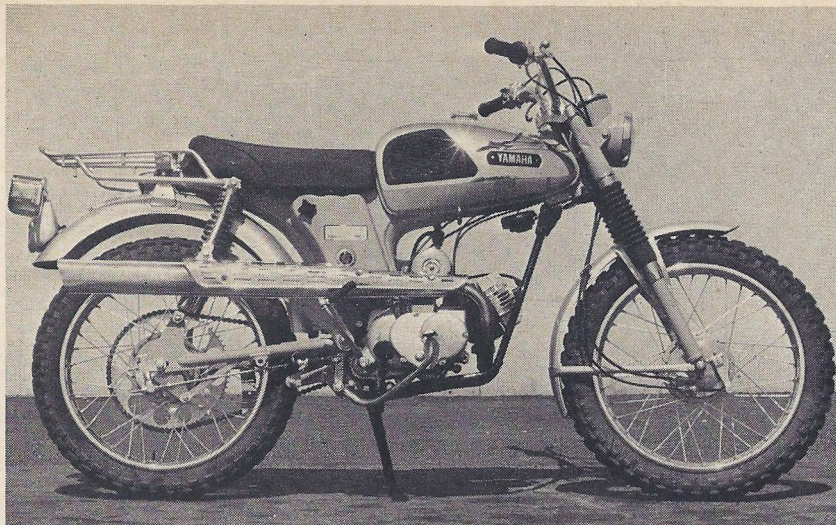
A paper air cleaner element is in the cylinder above the engine. It should be cleaned after every trip if much dirt riding is done.



Every machine can break a master link. It's a good idea to carry a spare one around a cable.

NOVEMBER 1968





Yamaha Trailmaster YL2-C

Suggested Price \$400.00*

ENGINE

Type single cylinder, two cycle
 Bore and stroke 52mm x 45.6mm
 Displacement 97cc
 Compression ratio 7.2 to 1
 Horsepower 9.5 at 7,500 rpm
 Maximum torque 6.8 ft/lbs at 5,500 rpm
 Ignition coil and battery
 Carburetion one Mikuni VM 18
 Starting system electric and kick
 Lubrication Autolube

TRANSMISSION

Type four speed, foot operated
 Primary drive gear
 Clutch wet, multi plate

FRAME

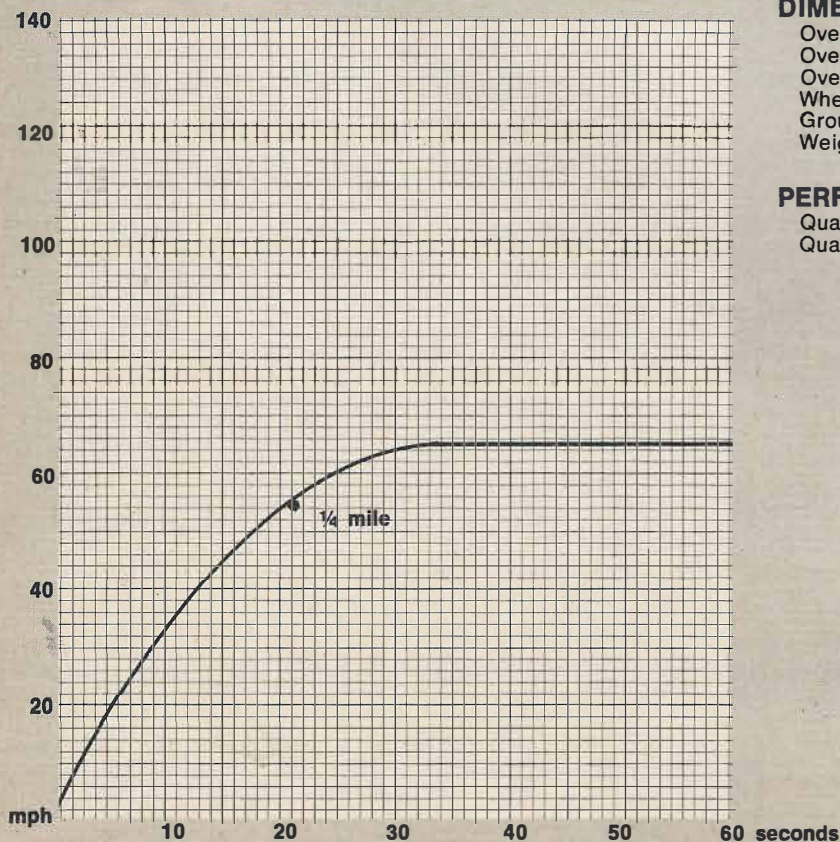
Type pressed steel, backbone
 Suspension Front telehydraulic fork
 Rear hydraulic shock
 Brakes Front single leading shoe
 Rear single leading shoe

DIMENSIONS

Overall length 74.8 inches
 Overall width 28.1 inches
 Overall height 42.5 inches
 Wheelbase 47.2 inches
 Ground clearance 5.5 inches
 Weight 240 pounds

PERFORMANCE

Quarter mile time 21.3 seconds
 Quarter mile speed 54.8 mph



Neutral
 1st .. 3.07:1
 2nd .. 1.88:1
 3rd .. 1.30:1
 4th .. 0.96:1

*Retail (P.O.E. West Coast)