

YAMAHA

**A STRONG
LIGHTWEIGHT
PERFORMER
FOR A
BUDGET
PRICE.**

What is it about the Yamaha Enduro? People, mostly laymen or newcomers to the sport, tend to freak out over the Japanese lightweight. For example, there are two guys in our Art Department: Jim and Paul. They dig bikes in an oblique way but haven't ridden much at all. They've sampled just enough of motorcycling to get hooked on the exhilaration of the sport. Now they're hooked. The tip-off was when they started to talk about riding and Paul's eyes began to glaze while Jim made believe he had a twistgrip in his hand. He would run around the office, making his own sound effects. A guttural "vroom-vroom!" meant that Jim was accelerating strongly. A loud "rumpitty, rumpitty" accompanied by excess salivation indicated that Jim was attacking whoop-de-dooos. And so on . . .

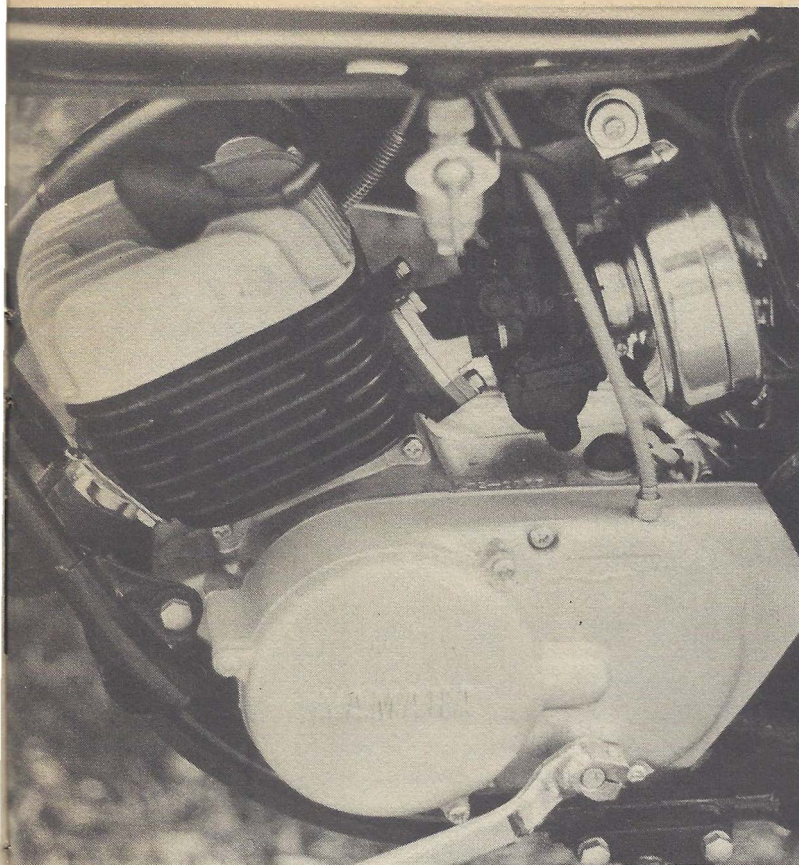
What started it all was the Yamaha Enduro. They saw the '73 models hot from Yamaha when the bikes—100, 125, and 175 Enduros—arrived for road testing. The styling caught them first. Love at first sight. Then they rode the bikes.

The experiences of these two guys are typical: a chance encounter with a bike because it catches your eye. Ride it once or twice and you're committed then and there. And this is why

Yamaha enjoys the popularity it has today: it can draw buyers from the vast non-motorcycling public and pull them into the fold.

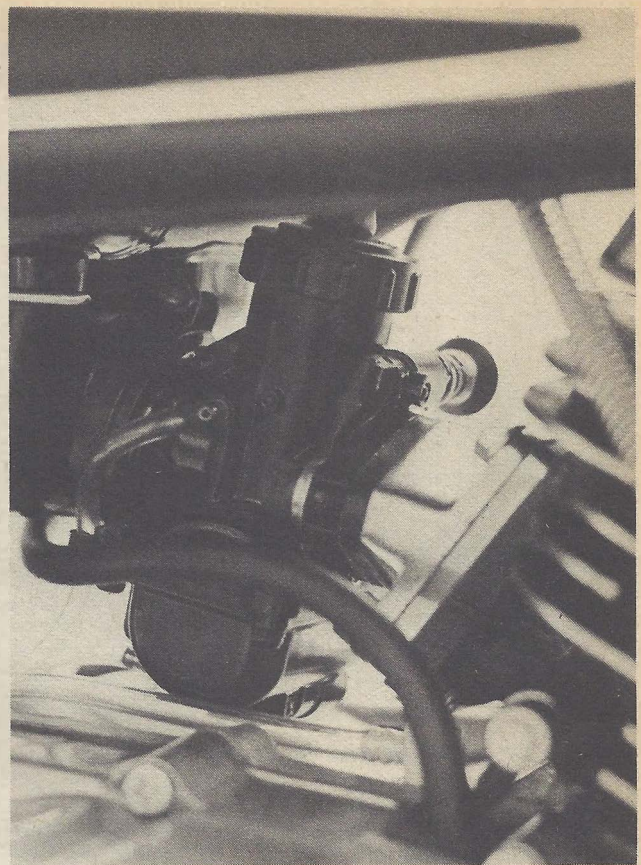
For 1973 little has been changed on the 100 outside of styling. The fuel tank paint scheme has been spiced up with nifty scallops swooping around its perimeter. The fuel tank on our machine was finished in a beautiful candy apple purple paint and the scallop was black. Not opulent but certainly catchy. Were you to see it in person you'd understand why Yamaha is so successful in capturing the first-time bike buyer. In selling this sort of product you must first snag the buyer's initial interest; make him stop and look closer at the bike. In this respect the 1973 styling is quite effective.

It seems that the suspension of the LT-3 has seen no appreciable change in design. Travel in the front fork is about 3.5 inches. The five-way adjustable rear shock absorbers are good for just a tad over two inches travel. We've griped in the past about their lack of good dampening. Of course, the shocks are never improved. From Yamaha's point of view they've got a winning combination. Why mess with it? Nevertheless, in our opinion there is too much springing and minimal dampening. If you weigh over 160



The 100-cc Yamaha engine is quite rugged and reliable. It develops 10 horsepower at 7500 rpm. Starting is easy.

Front forks offer 3.5 inches of well-damped travel. No oil leakage was evident.



Carburetion is via 20-mm Mikuni. Reed valve controls induction pulses.

pounds you'll likely encounter suspension bottoming under moderate off-road riding.

Full of gasoline and oil the LT-3 weighs just 203 pounds, not bad for a street-legal motorcycle. Probably another 10 to 15 pounds could be removed (lights, horn, etc.) if the Yamaha's owner were bent on serious cowtrailing. Then the bike would be a featherweight indeed. It is this relatively meager poundage that helps make the Yamaha 100 so easy to ride for a beginner. Its handlebars spread across a 30.5-inch span, just enough to allow lots of steering leverage. Tykes could handle this machine without much difficulty. You could even put milady in the saddle and, provided she abides by your patient instructions, the nimble little Yamaha won't let her down.

The motorcycle is fitted with a large, comfortable saddle. Even long periods on the trail are cause for little fatigue in this area. The 100 is not equipped with passenger footpegs but in terms of saddle area alone there is room for a passenger. So often smaller trailbikes are seemingly fitted with a chintzy little pillion. Yamaha took a different tack. The saddle is about the same size as that found on the larger enduro models.

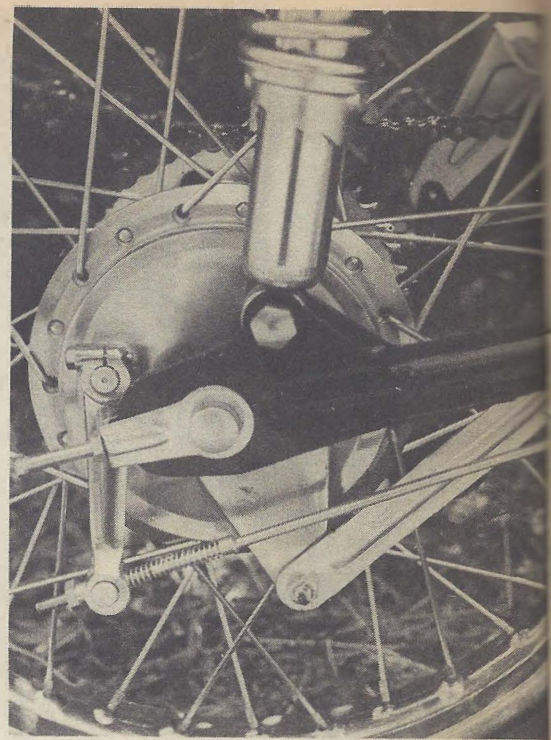
The seating position is equally

good. The bike has only a 49.25-inch wheelbase and designing seating accommodations comfortable for a six-footer within these confines is not easy. Nonetheless, long-legged types may well find this bike to their liking.

To all intents and purposes Yamaha was the company that really precipitated the small trailbike boom. And it's very evident after riding the LT-3 Enduro. The motorcycle is sophisticated to a point where all it needs is a pilot and tankful of gasoline. Everything else is standard equipment. It is an excellent compromise machine for the enthusiast who can afford the luxury of a dirt-only motorcycle. If he's to have a bike it must be compatible with city streets also. On the pavement we found that the 100 will cruise comfortably at 50 mph and deliver about 75 mpg to boot. Acceleration is brisk enough to keep abreast of traffic while the five-speed transmission has ratios chosen for optimum performance. Gear changes either upward or downward take place surely and crisply. Add to this the benefit of a primary kick system—the engine can be started while still in gear, just pull in the clutch and kick the start lever—and you've got a machine to give the budget motorcycle enthusiast enjoyment in all aspects of lightweight motorcycling.



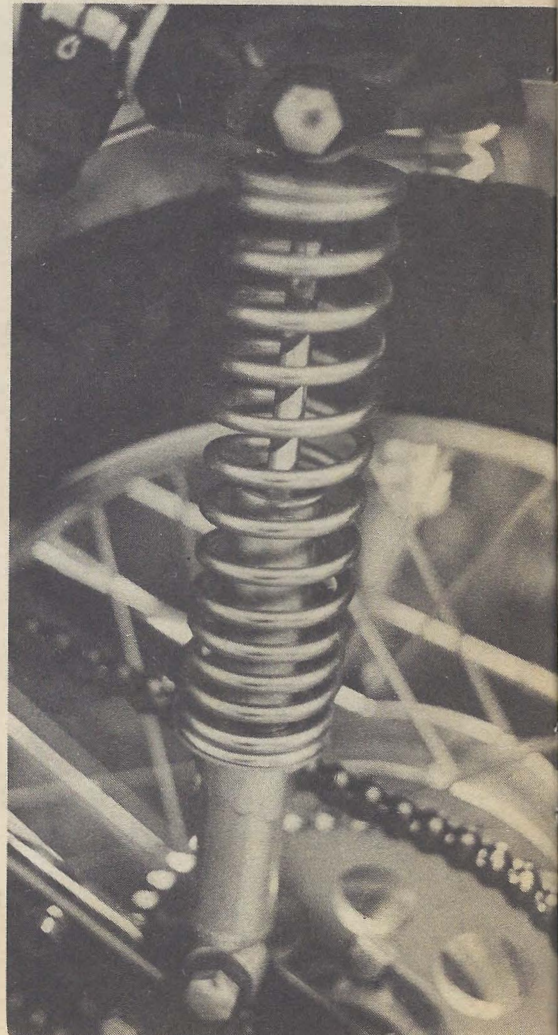
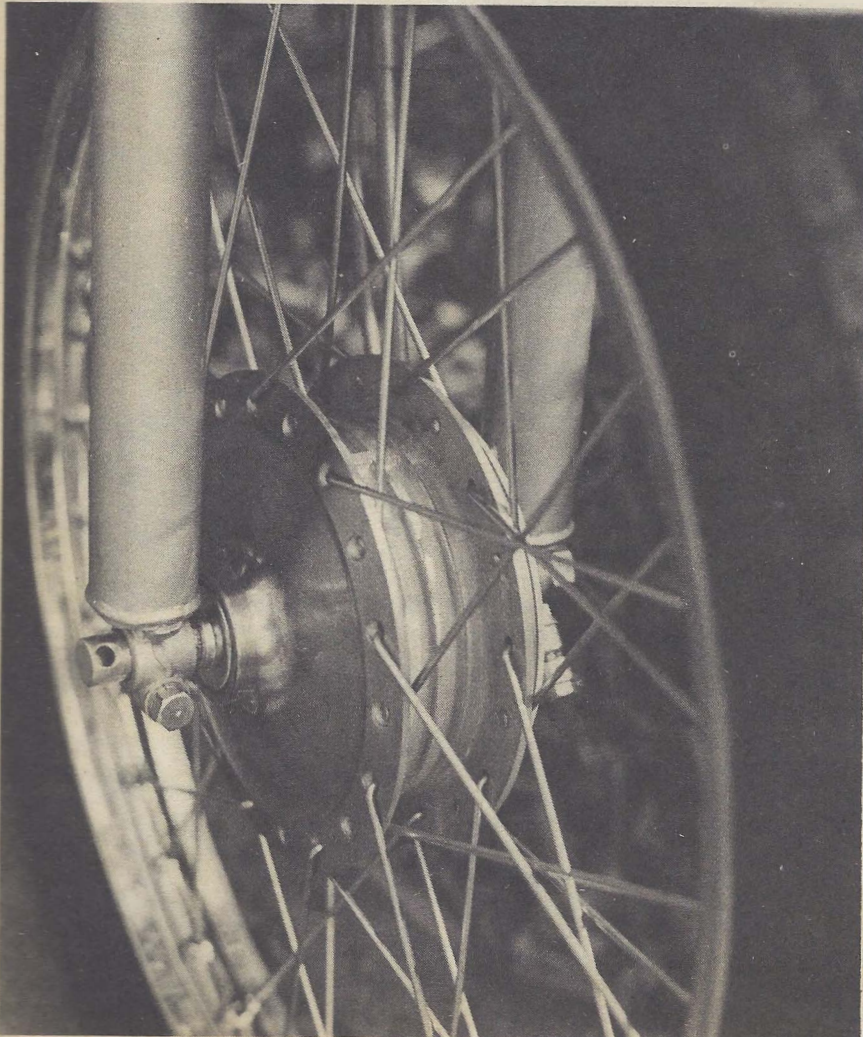
Saddle is sumptuous for two but no passenger footpegs are fitted to the bike.

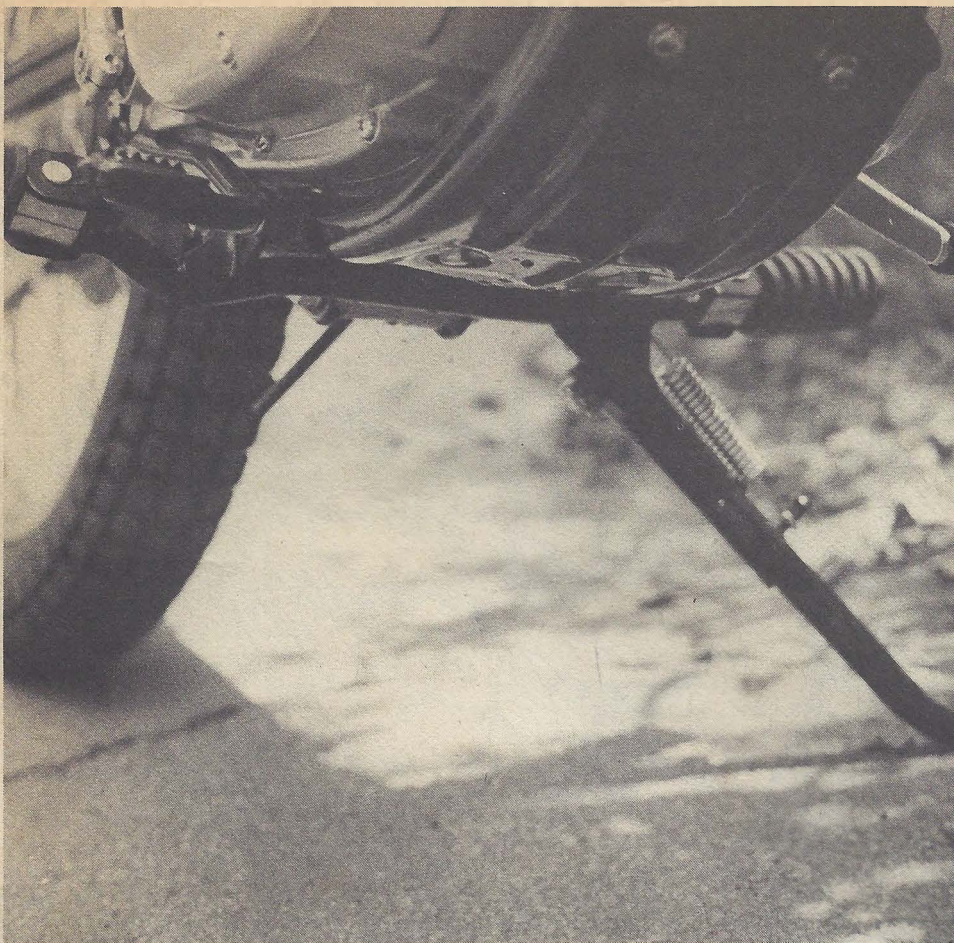


Detailing on the Yamaha is good. No rough edges or casting flaws.

Front brake proved quite powerful for lightweight Yamaha. It is relatively impermeable to water also.

Rear shock absorbers are shy on dampening.





Ground clearance is
9.5 inches.

YAMAHA LT-3

PRICE

SUGGESTED RETAIL

n.a.

ENGINE

ENGINE TYPE

two-stroke, single-cyl.

HORSEPOWER @ RPM

10 @ 7500

TORQUE @ RPM

7 ft/lb 7000

BORE AND STROKE

52-mm x 45.6-mm

2.04 in. x 1.80 in.

DISPLACEMENT

97cc

5.92 cu. in.

COMPRESSION RATIO

6.9:1

CARBURETION

20-mm Mikuni

IGNITION

battery-coil

TRANSMISSION

SPEEDS

five

PRIMARY DRIVE

helical gear

CLUTCH TYPE

wet, multi-disc

FINAL DRIVE

chain, 1/2 x 5/16

CHASSIS

LENGTH OVERALL

74.5 in.

WHEELBASE

49.25 in.

GROUND CLEARANCE

9.5 in.

WEIGHT

203 lbs.

FRAME TYPE

double-cradle

TIRE SIZE

front: 2.75 x 18

rear: 3.00 x 18

