



YAMAHA AT-3

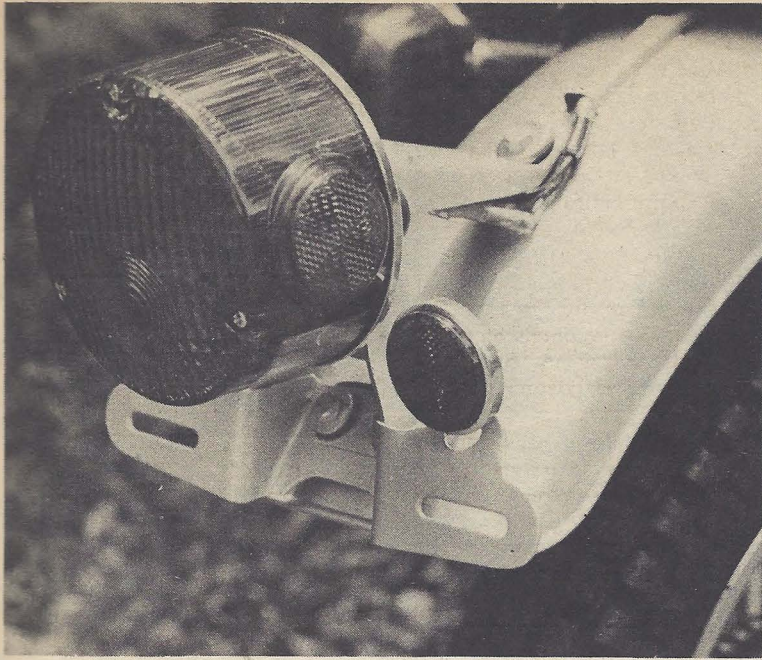
TRAILBIKING'S COMMON DENOMINATOR

We can't help but think of the Yamaha 125 as the MG of the motorcycling world. In other words, as the MG sportycar walloped American auto buffs in the early '50s so did the 125 Enduro affect cyclists of the late '60s. Before the MG, many drivers in the U.S. thought that all sports cars were exotic temperamental and expensive creatures. Likewise, so did a lot of people imagine the dirt bike as something troublesome, grossly inadequate for anything other than mud or sand. Something the average rider would have precious little occasion to use and

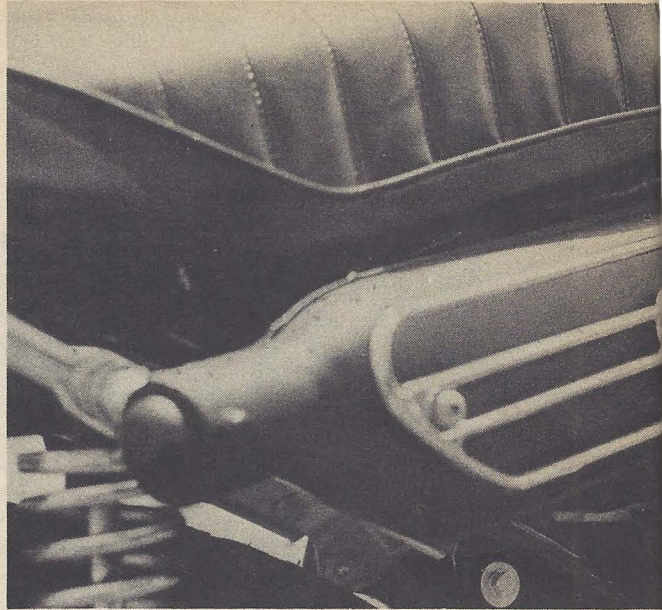
enjoy. An expensive toy. Then the line of Yamaha Enduros bowed in '68-'69. Within just a few months enthusiasts came to realize that for true off-road fun expensive European exotica was not the way to go. Yamahas were available for a fraction of the cost, every bit as reliable and boasting a large, well-developed dealer network. And the frosting on the cake was the fact that the Enduros, beside being good dirt machines were fairly efficient on the pavement. How's that for having one's cake and eating it too?

The past few years have seen gradu-

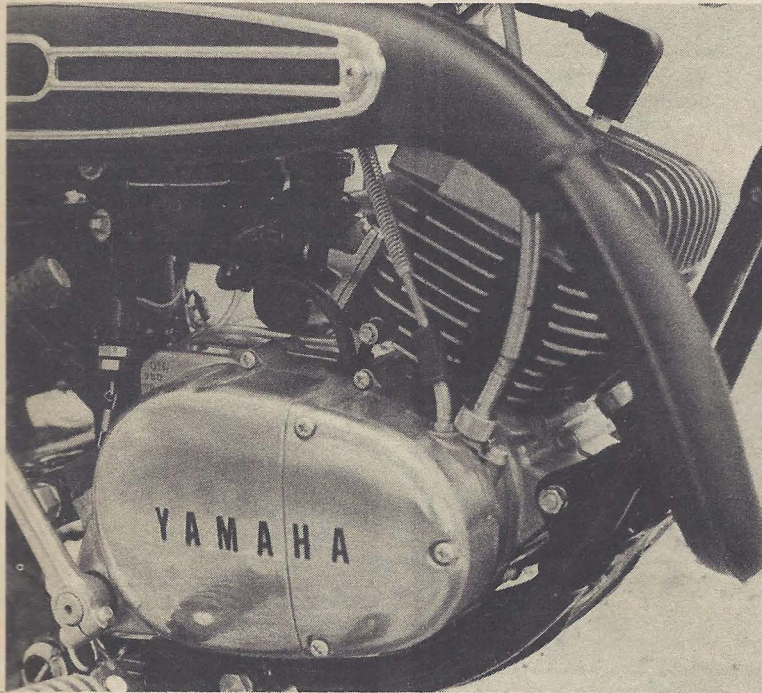




Taillight is large and brilliant, hard to miss.

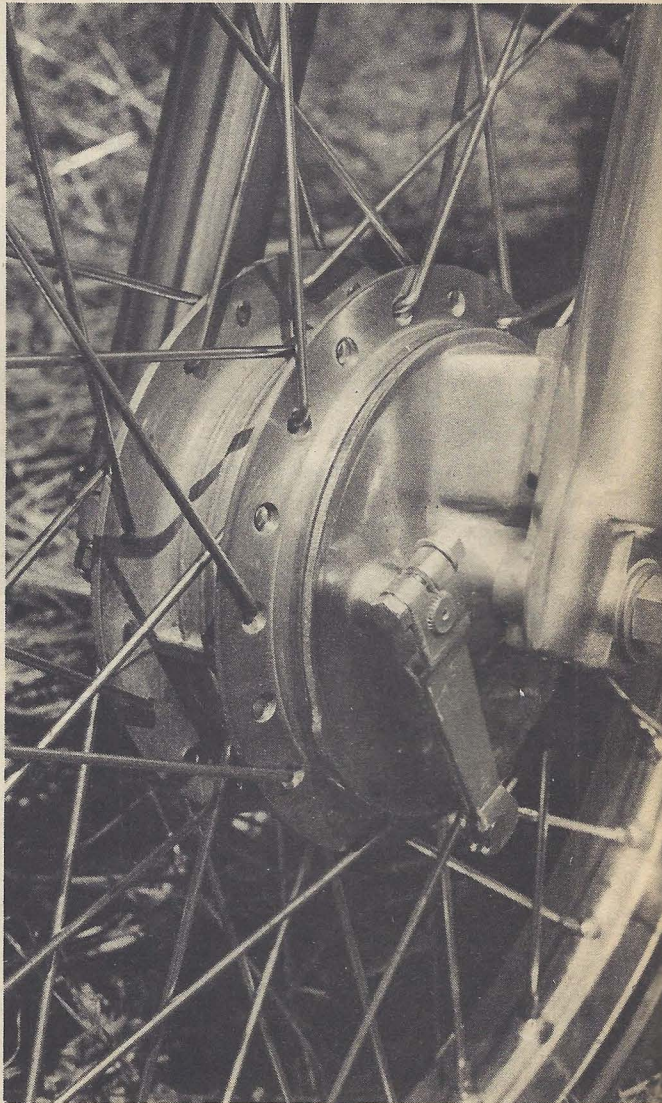
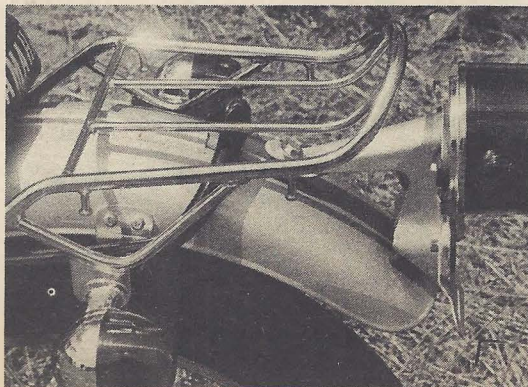


Muffler is heat-shielded to protect rider's thigh. It could be quieter.

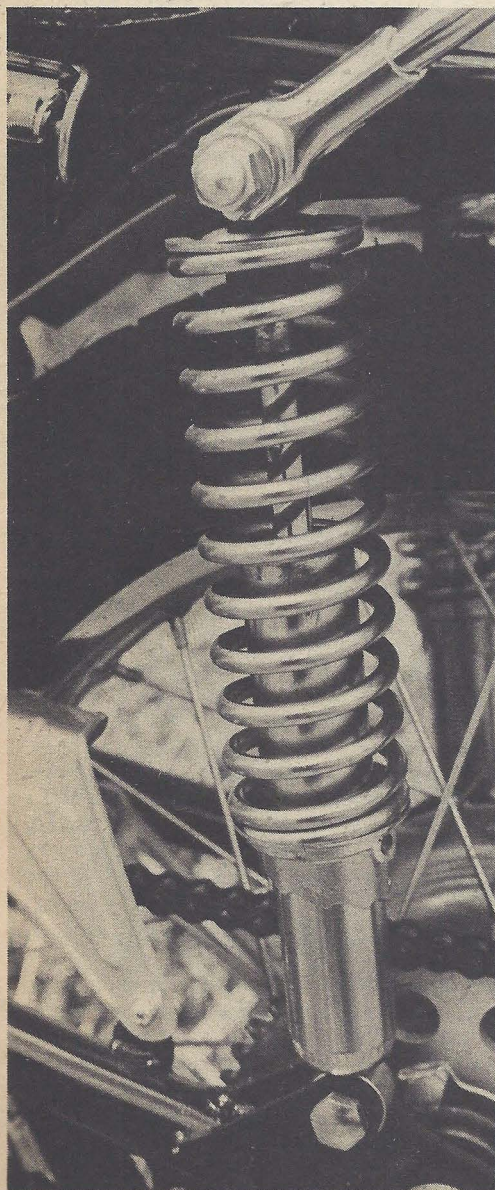
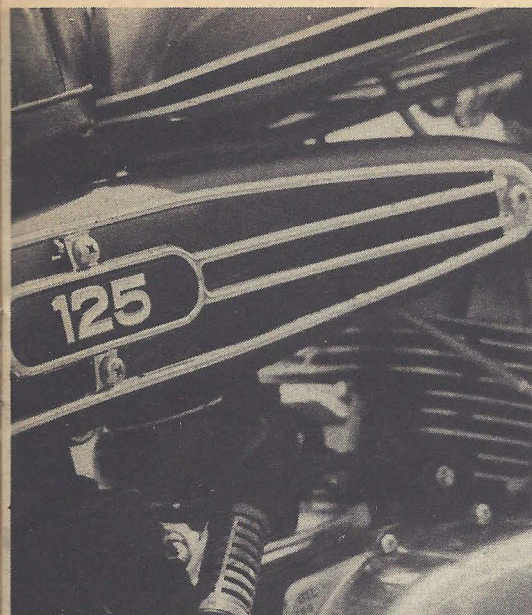


Yamaha 125 engine is strong and reliable. Horsepower is claimed 13 at 7000 rpm. Torque, 10 ft/lb.

Luggage rack is standard equipment.



Full width hub brakes provide strong, sure stopping.



Rear shock absorbers are five-way adjustable.

al refinement of the 125 Yamaha, also known as the AT-3. Nothing radical, just a conservative working out of the bugs. As a matter of fact, the wildest change the model has ever seen was the inclusion of a reed valve in the intake tract on the '72 models. For '73 the only evident modifications are of a cosmetic nature. As with the 100 Enduro tested elsewhere in this magazine, those changes are confined to the fuel tank. Such vessel on our test bike was painted a rich metallic blue which was trimmed with snazzy jet black scallops along its flanks. Handsome yet not overdone.

You know, four or five years ago there just weren't many lightweights around that sold for a reasonable price and handled well to boot. Maybe a half-dozen of them at most. This is another factor in the Enduro's popularity. Most Japanese machines are less than ideal handlers but the Yamaha 125 is an exception. The little 125 behaves in a manner befitting a motocross machine in some respects. For a 150-pound rider its suspension rates are spot on. Neither too much nor too little springing while dampening keeps the bike's poundage in good discipline. The only thing we regret is that the suspension, front and rear, is not terribly compatible with pilots of greater poundage. In other words a 180-pounder would ride the machine without bottoming the forks as long as he rode the bike easily. Start bashing around in the rough stuff and you'll hear your bouncers thud and clank under what seems to be just moderate impacts. Of course, you can always fill the fork tubes with heavier grade oil. Standard stuff is SAE 10-30. Forty-weight goo should be of help here. It's no sweat to change it if you're not the mechanical type. Just remove the phillips head screw at the bottom of each fork leg and pump *all* the oil from the tubes by repeatedly compressing and releasing the forks. Replace the drain screws, remove the large nuts at the tops of the tubes and pour in 120cc of your preferred oil. That's all there is to it. The rear shocks are reasonably efficient within a narrow weight range too. If they work well for you, there's no point in changing them. If they don't, many of our advertisers supply accessory shock absorbers in all sorts capacities. Changing them is a 10-minute chore.

The seating position and the location of the handlebars add to the feeling of confidence one senses when atop the Enduro. Tall and short riders alike can find reasonable happiness on the machine as the seat/footpeg/handlebar relationship requires no contortions from either physical extreme.

In sum, there is little to criticize

about the 125 Yamaha Enduro. It's a go-anywhere motorcycle that will allow you to climb ridiculously steep grades (low gear ratio: 35.45:1) yet reach 65 mph in top gear. Eminently reliable, the 125 Enduro has become something of a standard on the light-weight trailbiking scene with its solid, rather conservative approach to off-roading. If you've never ridden one you might give it a try.

YAMAHA AT-3

PRICE
SUGGESTED RETAIL
n.a.

ENGINE
ENGINE TYPE
two-stroke, single-cyl.

HORSEPOWER @ RPM
13 @ 7000

TORQUE @ RPM
10 ft/lb @ 6000

BORE AND STROKE
56-mm x 50-mm,
2.20 in. x 1.96 in.

DISPLACEMENT
123cc
7.51 cu. in.

COMPRESSION RATIO
7.1:1

CARBURETION
24-mm Mikuni

IGNITION
battery-coil

TRANSMISSION
SPEEDS
five

PRIMARY DRIVE
helical gears

CLUTCH TYPE
wet, multi disc

FINAL DRIVE
chain, 1/2 x 5/16

CHASSIS
LENGTH OVERALL
77 in.

WHEELBASE
51.25 in.

GROUND CLEARANCE
8.75 in.

WEIGHT
226 lbs.

FRAME TYPE
double-cradle

TIRE SIZE
front: 3.00-18
rear: 3.25-18