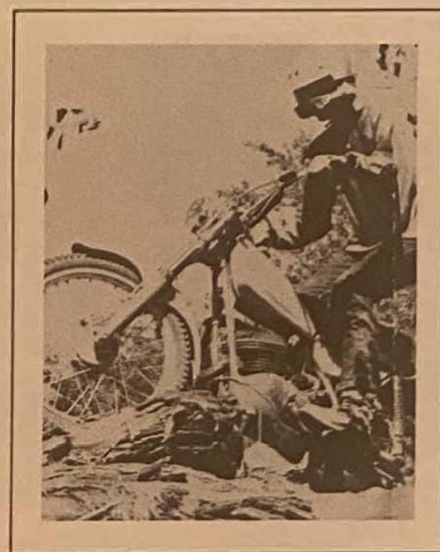


TRAILING TRIALER

How to bolt comfort onto your Yama-Cat TY250

By Dave Ekins



Motorcycles, more than anything else in the people-moving category, have specific uses. You wouldn't take a 750 Honda Four on an MX course any sooner than you'd ride a 'crosser down the expressway. Of the four basic categories, observed trials bikes are overshadowed in popularity by the others.

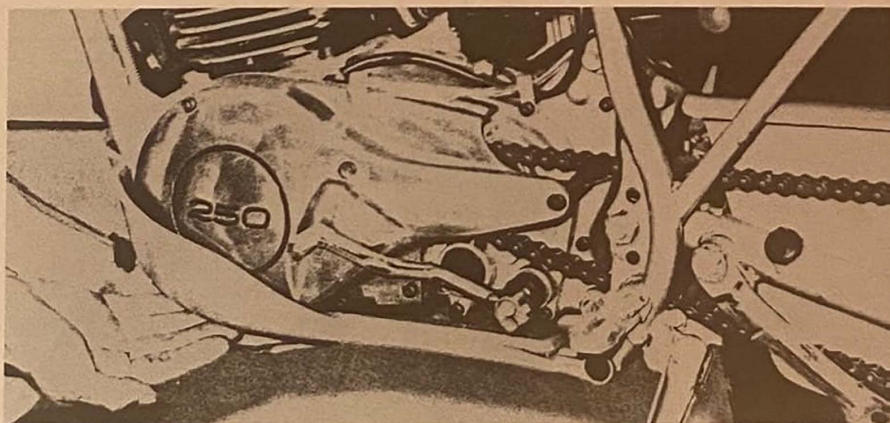
That's wrong. Trials bikes are the only ones you can spend an entire afternoon riding in circles in your own backyard without getting bored, losing a challenge, or bothering your neighbors. They are designed to turn within their own wheelbase, climb a staircase, and do a wheelie all day or in a turn if you have the skill.

Of course, to properly do these things you should stand up on the pegs. The bike must be very narrow in certain areas to allow you to shift your body around for balance and control. And the engine has to be one that puts out a useful amount of low-speed torque while being sensitive to the touch of the throttle.

Trials bikes are designed for ob-



Enduro handlebars from YPDI give better arm placement for relaxed riding. Wiring which runs through the bars to the switches must be routed to the outside with new bars. A locating knob in the switch must be filed off and plastic plug removed so wires can go outside.



High impact plastic YPDI skid plate is stronger and offers a lot more case protection than original. TY250 doesn't have frame tubes under engine, making a good skid plate absolutely necessary.

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The headlight assembly is a cinch to remove and replace. All of the wiring is easy-to-read color coded and the fittings are snap connectors.



served trials competition just as an MXer is for its use. They teach you to find and use traction and balance under the most adverse of conditions. In short, the observed trials bike is the primer machine, the one everyone should learn to ride before trying motocross or even road racing.

This doesn't mean you should all purchase a trialer and join the ATA, then spend weekends out riding over logs and through bogs. Bikes are fun and, if competition isn't your bag, why get involved?

To many a hike in the woods is both relaxation and exercise. To a lucky few a ride in the woods or mountains is relaxation, exercise and that something you do with a bike that's ten times as gratifying yet cannot be explained.

It's not the high speed of the expressway, weaving in and out of traffic, nor is it the split-second timing and athletic conditioning required on the motocross course. This is pure enjoyment derived from man and his woods machine, motoring through nature without disturbing flora or fauna. An ob-

served trials machine has the built-in abilities to do this, to climb a rocky step, to descend a steep ledge and cross a stream, to go almost anywhere you'd want to walk. Only you're not walking, you're riding.

Trouble is, real trials machines don't carry enough fuel to go far and they are built for stand-up riding. Sitting is sometimes a pain. Bultaco Alpinas, Ossa Explorers, and a new one from Montesa are mountain bikes based on very successful observed trials machinery.

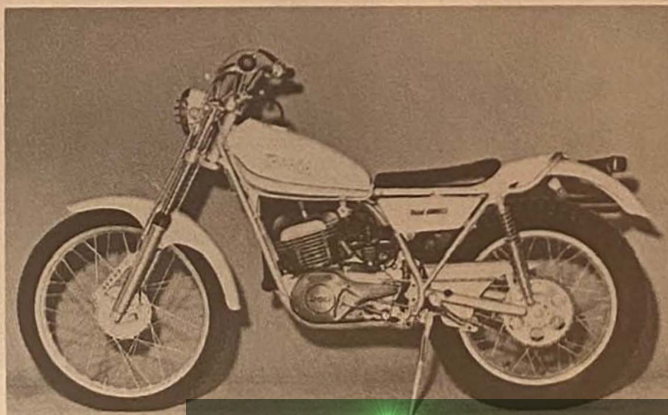
They build a fat seat and change the bars so you can sit down to ride. Bolt on a bigger gas tank and sometimes change the gearing and the observed trials bike becomes a mountain bike.

Yamaha's TY250 trials tool is a step ahead of the aforementioned bikes because it has all the slick innovations the Japanese industry has introduced to motorcycling, including separate gas and oil. And just as you'd expect, there's goodies available to turn this trialer into a mountain trailer. A sit down and enjoy bike. ●



YPDI offers a longer seat on the same base style. Height of seat is only slightly increased while length is nearly doubled, padding increased. Seat offered by Malcolm Smith Distributing is snapped onto original base and has a whole bunch more padding. Two 10mm hex bolts found inside near top of shocks hold seat in place.

BEFORE



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AFTER

