SUZUKI RMIOOT

THE WAR OF THE 1980 100s BEGINS

And there might very well be a new ruler

By The Dirt Bike Staffers



Cosmetically, the RM100T is cleaner than the N, with new fenders, seat and stickers. Reworked, internally, are the pipe, crank and timing. Suspension travel, seat height and ground clearance all took a slight climb this year.

Last year, the 100cc class was dominated by two brands of motorcycles: Yamaha's YZ100F, and Suzuki's RM100N. In their battle for number one, Yamaha came out on top, mainly due to a far superior powerplant. The Suzuki outhandled the YZ hands-down, but it took only the distance from the starting gate to the first turn before the YZ was in command. And with the power disadvantage the RM experienced, it was a job getting around the quick YZ. That is why we rated the YZ number one.

But, that was last year.

This year, Suzuki has gone after the number one ranking not only with a better-handling motorcycle, but with a few more ponies in the engine. The manner in which the factory gained the extra power is precisely the same way they pulled more out of the 1980 RM125T. That is, they went into the cylinder and the pipe, together, with-

out changing the bore and stroke, or the total displacement. It still adds up to 98 cubic centimeters, with a 50 millimeter bore and a 50 millimeter stroke, but the crank unit has gained mass. Put in an additional timing change, and voila! Instant power increase!

As for the suspension in the new RM, it seems to consist of the same units as last year. The spec sheets listed the front and rear travel as 8.7 inches and 8.5 inches, which is identical to the N's specifications, but the motorcycle feels taller and longer-legged than the '79. In fact, the ground clearance has been bumped up .8-inch over last year, to 11.4 instead of 10.6 inches, and the seat height gained altitude as well.

Bits and pieces

Cosmetically, the RM100T is a lot prettier and better-functioning than its predecessor. The fenders have been reshaped, lengthened and widened, just

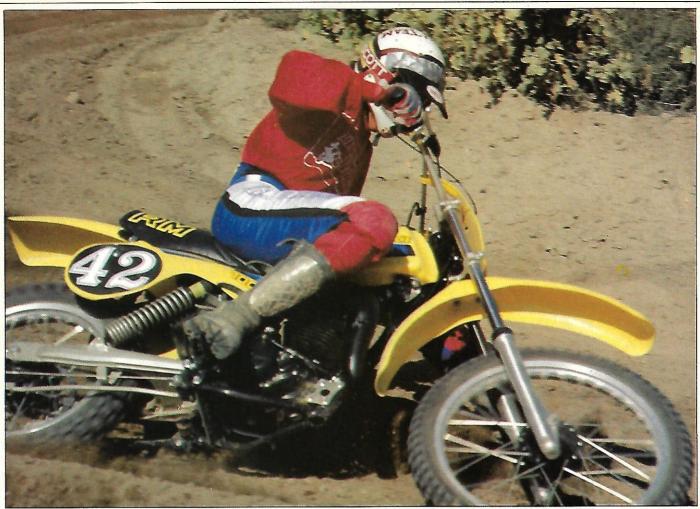
like the 125's, and the stickers have been updated. The seat also reads plain "RM," instead of the book Suzuki wrote on the side of them last year, and the saddle, although the specs don't show it, appears shorter than the N's.

The "works" chain guide Suzuki put on the 125 has also been fitted onto the 100, but without a tensioner this year. The chain and sprockets are still fitted for the 428 chain, which is either a Daido or Takasago linkage, depending upon which parts bin the assembler reaches for.

As for frame modifications, the spec sheets reveal nothing new, but the overall weight of the motorcycle has jumped up from 183 pounds dry to 190 pounds dry. Still, with gas and oil, both motorcycles weigh in under the 200-pound mark.

Track-time torturing

Oh, if Suzuki could only make their big bikes turn as well as the little



RM100! Even though the 100 sits nearly as tall as its bigger brother of 25cc, it makes the one-two-five look like a wallowing idiot in the turns. The 100 Suzuki as put out today could easily have won the 250 class back in '73! It feels that good. Corner? What corner? The bike can take anything you throw at it, and make easy going of every piece. If you want to have some pure, exciting turning experiences, get on one of the little Suzies and take a few laps around any track. Then you'll know just what we mean.

As for the engine, it is a screamer. The work Suzuki has put into the powerplant is worth every penny you'll have to pay over last year's RM. The engine can be pegged wide-open, and the whole bike is still totally controllable in both slick and hard-packed terrain.

The six-speed tranny has been used for two years straight now, and the ratios are no different. The countershaft sprocket is also the same, but the rear sprocket has two teeth added, to complement the engine work.

Last over

As with last year, the 100 class will be dominated by two brands of motorcycles: YZs and RMs. But which one is king, is going to depend upon what Yamaha can bring in off of their drawing boards. They knew last year that the Suzuki outhandled them, but this year it just might pull them in a drag race, too. And if it does, there is going to be no question as to who the new ruler of the 100 class is. Suzuki might

take it all. But for now, we'll have to settle for knowing that the RM100T is an excellent motorcycle, and can outturn just about anything on the track. We'll just sit back and see what Yamaha comes up with.

Suzuki RM100T Specifications

SUZUKI RM100T

NAME AND MODEL Suzuki RM100T ENGINE TYPE Air-cooled, two-stroke,
single-cylinder
BORE AND STROKE
CARBURETION30mm Mikuni
FACTORY RECOMMENDED JETTING:
MAIN JET190
NEEDLE JET
JET NEEDLE
PILOT JET30
SLIDE NUMBER2.5
RECOMMENDED GASOLINE Premium
RECOMMENDED OIL (MFR.) Suzuki CCI
FUEL TANK CAPACITY
GAS/OIL RATIO20:1
LUBRICATION
AIR FILTRATION Foam filter, air box
CLUTCH TYPE Wet, multi-disc
TRANSMISSION Six-speed, constant mesh
GEARBOX RATIOS:
12.33
2
31.41 41.19
51.04
60.95
GEARING, FRONT/REAR
IGNITION Suzuki PEI
PRIMARY KICK SYSTEM?Yes
RECOMMENDED SPARK PLUG: NGK B-9E6V
SILENCER/SPARK ARRESTOR/
QUALITYGood silencer EXHAUST SYSTEM Up-pipe, through frame
EXHAUSI SYSTEM Up-pipe, through trame

FRAME, TYPE Single downtube, split cradle	
WHEELBASE	
SEAT HEIGHT AT TANKN/A	
STEERING HEAD ANGLE30 degrees	
TRAIL	
WEIGHT WITH ONE GALLON	
GAS	
RIM MATERIAL Aluminum alloy	
TIRE SIZES:	
FRONT	
REAR	
SUSPENSION:	
FRONT, TYPE AND TRAVEL Telescopic	
fork, 8.7 inches	
REAR, TYPE AND TRAVEL Swingarm,	
shocks, 8.5 inches	
INTENDED USE, MFROff-road competition, motocross	
COUNTRY OF ORIGINJapan	
PRICE, APPROX\$1099	
DISTRIBUTOR:	
U.S. Suzuki	
13767 Freeway Drive	
Santa Fe Springs, California 90670	
OVERALL RATING, FROM 0 TO 100,	
VARIOUS CATEGORIES, KEEPING IN-	
TENDED USE OF MACHINE IN MIND:	
HANDLING97	
SUSPENSION95	
POWER	
COST	
EFFECTIVENESS, STONE STOCK93	
EFFECTIVENESS, STUNESTOCK33	