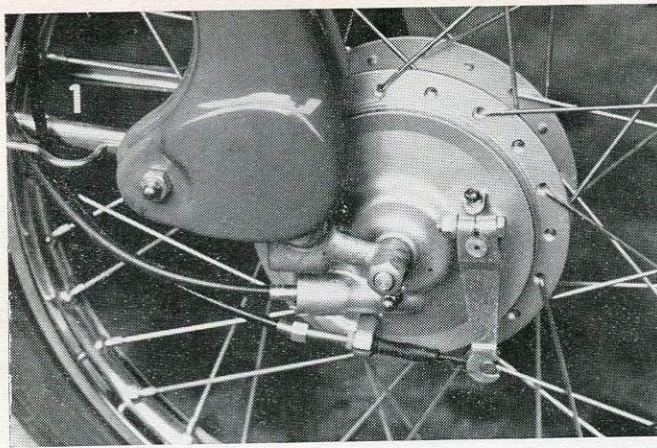


**Practical Scooter tests the....**

**YAMAHA 75 U-7**





Left: Front suspension is leading link with dampers down the inside of the fork legs. Speedo drive is taken from the front wheel—grease nipples are well placed.

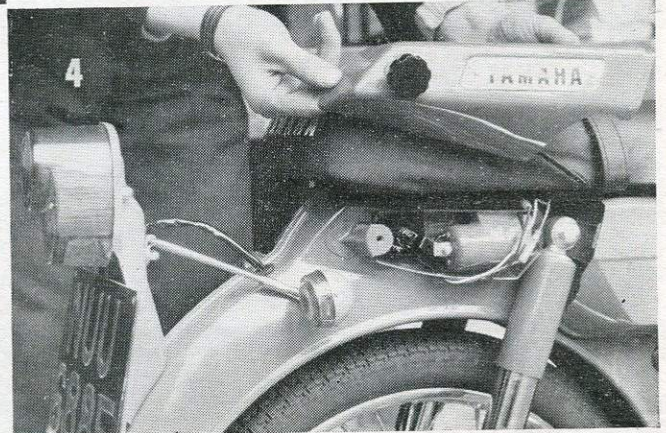
# YAMAHA

Below: Enormous rear light is fitted which combines stop-light as well. Direction indicators are fitted front and rear. Plastic side piece covers the ht coil and the fuse.

● It's difficult to know how to describe the latest model in the Yamaha lightweight range. Though it looks vaguely like a moped there are no pedals, it's not really styled on motorcycle lines and it's certainly not a scooter in the accepted sense of the word.

One thing that is absolutely certain, however, is that whatever you choose to call it, the 73cc Yamaha "Mate" is one of the finest little bikes to appear on our market for a long, long time.

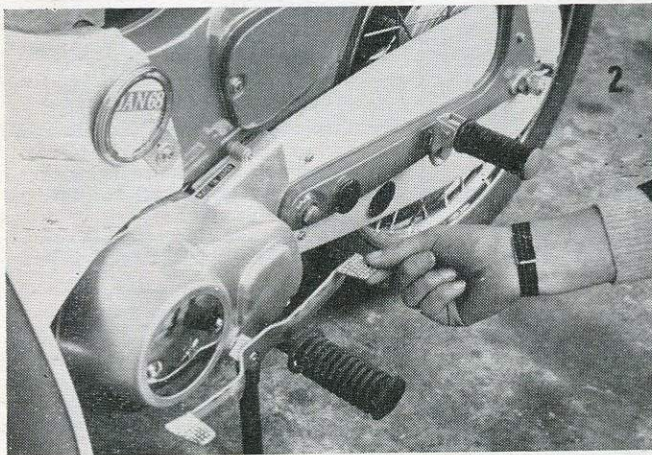
After an arduous and varied test ranging from



Left: Gearchange pedal is on the left hand side. Rear chain drive is enclosed which prevents greasy skirts with females. Tension can be checked through inspection hole.

# TEST

Below: Oil is added to the petrol by an Autolube system. Oil level can be checked by a 'window' in the side of the tank. The rear brake and kickstart are on the right.

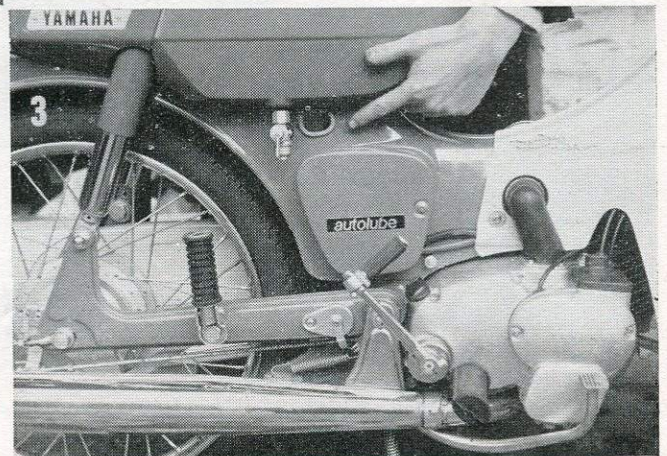


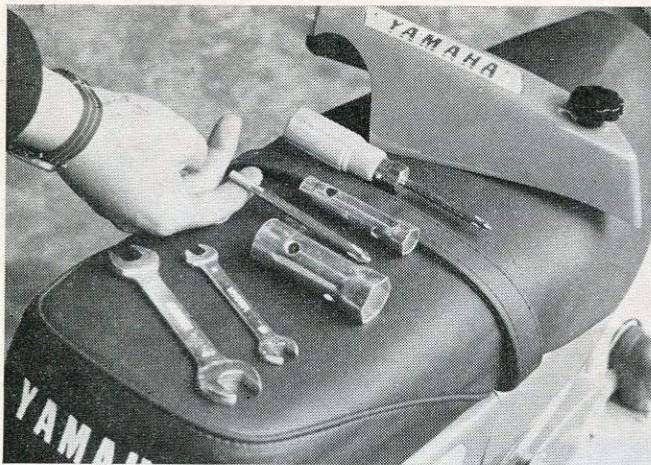
London commuting to 100-mile touring we found little fault with this latest arrival from the Orient.

The 73cc engine is based on the unit first seen in the 80cc lightweight motorcycle, which is still marketed by Yamaha, even though somewhat overshadowed by the 100cc twin.

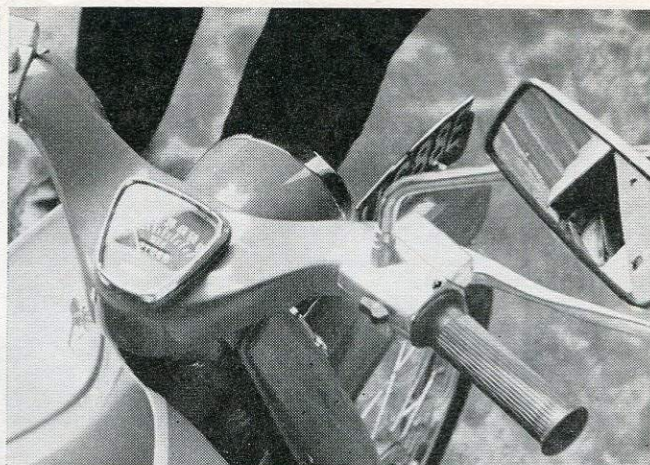
An almost horizontal, single cylinder two-stroke it has a rotary inlet valve and automatic oiling . . . a point that really had the petrol pump attendants guessing. We lost count of the well-meaning blokes who went to great lengths to explain to us that two-strokes ran on a petrol mix and not gasoline!

Continued on page 22





The other side piece houses the toolkit—two box spanners, two open ended and a screwdriver with a Phillips head attachment. Seat has a grip strap.



Offside mirror is fitted as standard—nearside being optional. Speedo reads to 60 mph and has built in neutral and main beam warning lights each side.

Actually the oil goes into a separate compartment next to the petrol tank and you can check that the level is OK by means of a little plastic window next to the fuel tap.

This type of oiling makes for greater economy and reliability plus a small power bonus as well.

Apart from the "Autolube" the best feature of the little Yamaha was its clutchless gear change.

Just a dab on the forward part of the rocking gear pedal snicked it into first and simply opening the throttle gave a smooth, controlled take-off.

Changing gear was just as easy. Just a matter of easing the throttle and pressing the pedal. To change down through the three-speed box it just needed a quick dab with the heel on the rear part of the rocking

pedal. Once into first, another dab with the heel found neutral.

Small though it is, the little Yamaha is no slouch. We found that its 0-30 mph acceleration time of just under 15 seconds meant that you keep up with most of the other competitors in the daily traffic light drag races. Within another ten seconds the "Mate" was up to 40 mph and on its way to a top speed of almost 55 mph.

Its stopping power was just as impressive . . . 31 feet from 30 mph.

Our only quibble was the somewhat soft suspension which meant a bit of pitching and wallowing while cornering fast. Hardly a valid grouse, however, as most riders of this type of bike would plump for comfort rather than high-speed cornering capabilities, anyway.

#### WHAT YOU GET

**Engine**—Yamaha two-stroke, aluminium cylinder head, cast-iron barrel. Single cylinder, 73cc. Air-cooled with automatic oiling system, 47 x 42mm bore and stroke. Power output, 6.2 bhp at 7000 rpm.

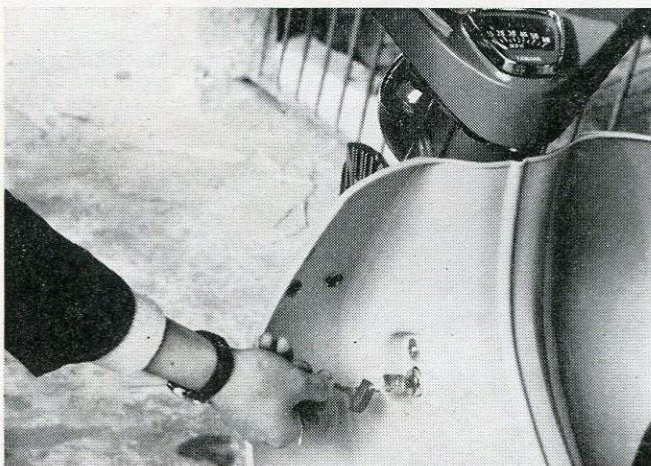
**Ignition**—Coil and battery, six volt.  
**Clutch**—Automatic operation, multi-plate.

**Transmission**—Three speed, footchange.

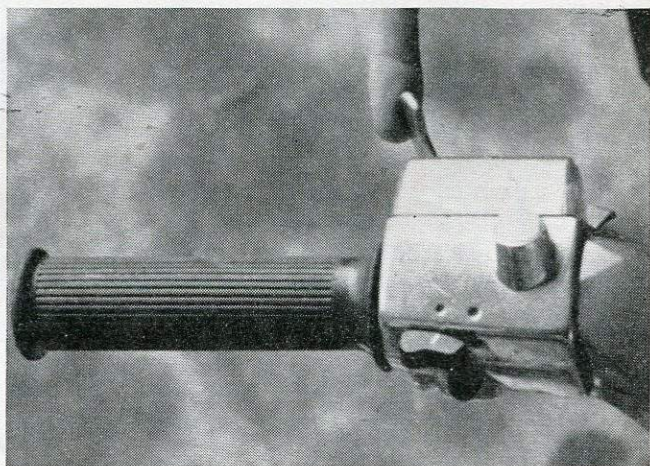
**Brakes**—Drum type, internal expanding shoes. Cable operated at front, rod at rear.

**Suspension**—Front forks are leading link type with the pivot behind the wheel spindle. Springing by damped coil springs inside the fork blades. Rear suspension is of the swinging arm type controlled by normal coil-spring and hydraulic dampers.

**Suppliers**—Yamaha Motorcycle Division Camberwell Trading Estate, London.

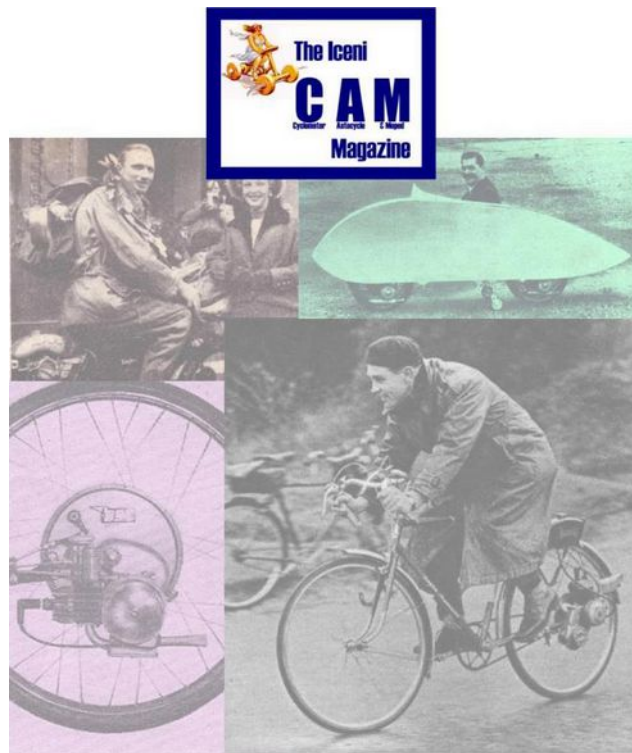


Ignition is operated by key in front of the rider's left leg. The front legshield is made of a strong plastic which reduces bike weight for the female rider.



There is no lever on the left at all because the clutch is automatic. Choke control, dipswitch and horn are on the left. Mounting for extra mirror is fitted.

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