

HODAKA ACE 100

New model, one color, one price; but more than ever a bargain.



IF THERE WAS ever a success story in the motorcycle field, Hodaka would have to be it. Imagine if you will, a company that sells one model, with one color, at one price, being in the top ten in sales in this country. Even though this might sound impossible, that's just what Hodaka has done.

Though the bike looks the same as it always has, it just proves looks can be

deceiving. Over the years there have been many changes to both the frame and engine. The biggest change came early in 1968. Instead of sticking with the ever successful 90cc engine, Hodaka enlarged it to 100cc. A few questions were raised as to the reliability of this engine bored out but these apprehensions were misguided. There has been no trouble, to the contrary, it's

just possible the mill is even more reliable than before.

Cycle Guide thinks the big reason behind the success of the Ace 100 (or 90) is the frame in which the Hodaka engineers decided to place their engine. At the time the Hodaka was first introduced there wasn't a tube frame trail machine on the market, the Ace was first. America at that time was

CYCLE GUIDE



Japanese suspension hasn't really earned a good name for itself but the Hodaka forks are an exception (as is the rear suspension) in that they match exactly the power and handling characteristics of the machine.

beginning to become enlightened about the trail bike market and was searching around for something better than what was available.

Since the Hodaka was the only bike with the sophisticated changes the public demanded, that was their choice. Since then other machines have come along with some of the necessary features but by this time Hodaka's name was well known so they continued to keep their lead in the sales race.

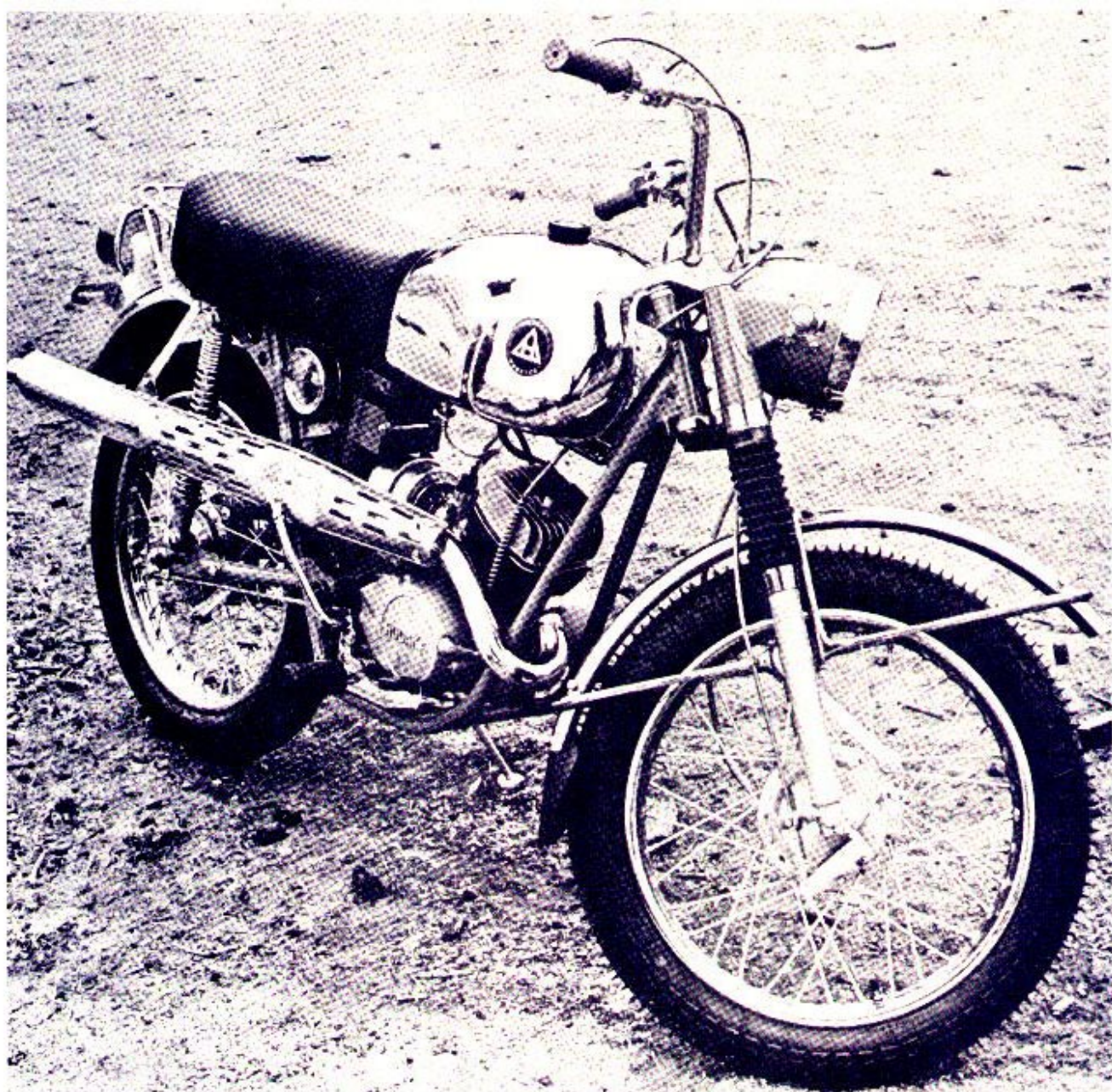
The engine of the Ace 100 is about as



A simple, clean unit, the new 100 gives a bonus in the horsepower department without any drawbacks. At the end of the test, the engine was free of oil leaks.



Bike is completely functional. There are no parts which have not been designed along with the entire machine, so everything has a place and there is a place for everything.

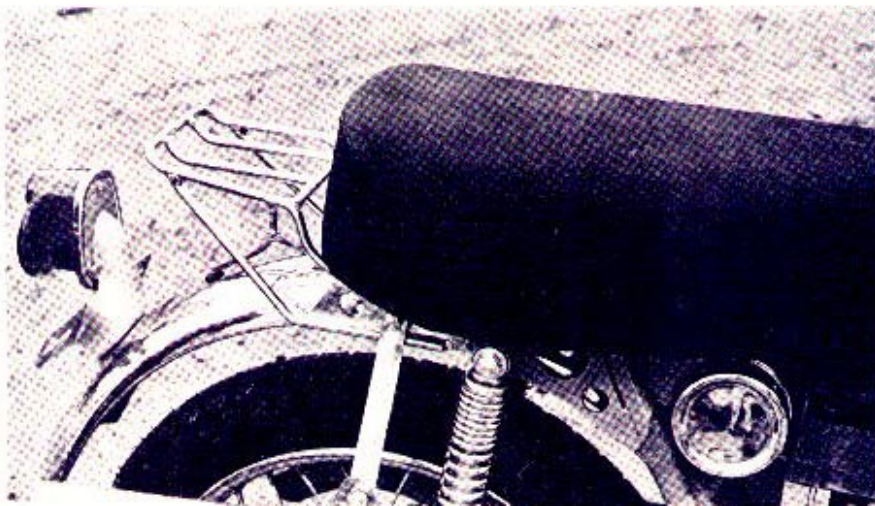


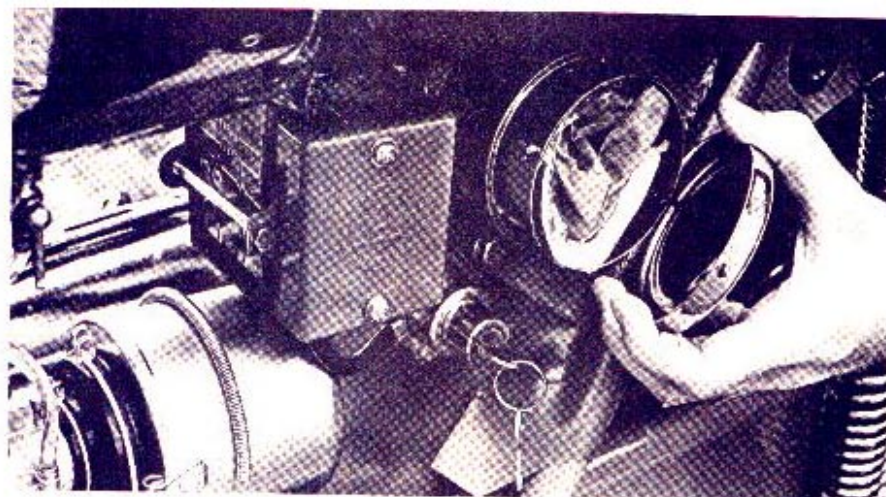
No, the Hodaka doesn't come with spiked tires, it's just that this one is fresh outta the crate and the moulding marks haven't yet been worn off the covers!

Seat on the Hodaka really is comfortable and way above average. The little rear carrier comes in useful and its weight is carried by frame, not the rear fender.

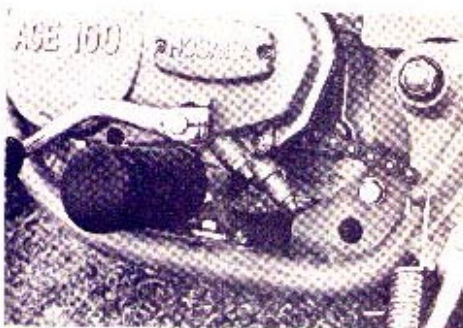
straightforward a two stroke you can find, single cylinder, port timed, oil in gas. Simplicity doesn't necessarily breed reliability, but in this case it does, in spades. The Hodaka is about the most reliable trail bike that can be bought.

Reliability is never a mistake, it's always planned into the machine while



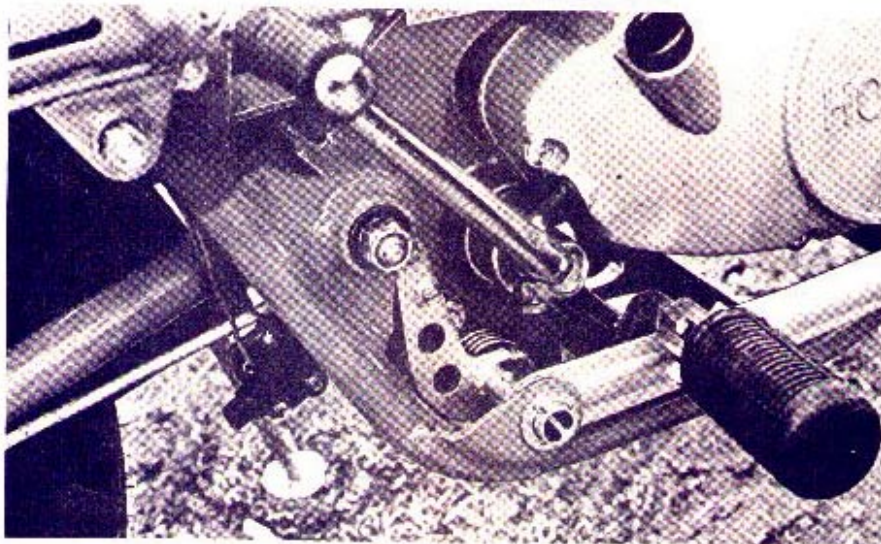


The toolbox with its sprung lid sits just behind the battery. Air cleaner is secured by two spring clips and one long spring.



A grease nipple is fitted so that the gear change lever can be lubricated. Footpegs are sprung and semi-folding.

Rear brake linkage is neatly carried inside the frame tubes to prevent its being damaged by rocks, etc. Stoplight switch also is tucked away behind frame.



case of the Ace, such little things as needle bearings at both ends of the rod and complete bearings on the crank were planned long before the bike was offered for sale. In this way a redesign is not necessary after the bike has been on the market and a serious fault shows up.

With the increase of cubic inches came an increase in horsepower and torque. The engine is now rated at 9.8 horsepower at 7,500 rpm and max-

imum torque, produced at 5,500 rpm, is 6.7 ft/lbs. There are other 100cc machines on the market that claim more power but there are few machines of this size that can perform as well as the Ace.

New to the Ace 100 is the five speed gearbox (even though it was possible to get a five speed for the 90, in accessory form, at the end of the model run). To the best of our knowledge the Hodaka was the first easily gotten trail machine

to offer the five speed transmission. On a cycle as small as a 100cc, the extra gear is welcomed for many reasons, not the least being there's a cog for every situation.

Power from the engine is transmitted by means of a crankshaft mounted four plate clutch. Because the clutch is on the crank, lever pressure is extremely light, just what's needed for those long rides across the desert. Primary drive is by helical cut gears.

One of the nicest touches found on the Ace is the well padded seat. So many bikes come with a board covered with one inch of foam, or so it feels. The Hodaka seat is a good four inches thick, much to the delight of one's bottom.

Most trail bikes today have good engines so the main feature that sets one apart from the other is the way it handles. This is the forte of the Ace. Suspension is fantastic, considering the bike is made in Japan. To our way of thinking, the forks could stand some heavier oil but that's the only complaint we had, and this is just a matter of draining the old and putting in the new.

Other changes made to the 100 that are hard to see include: a new exhaust header and muffler that are formed as one continuous piece, rubber dust covers on the front forks, new heavy duty rear shocks with progressively wound variable rate springs, increased capacity air cleaner, a grease nipple on the outside of the magneto cover for lubricating the shifting rod, an ignition system that has been changed to an energy transfer type, larger tires and wheels, and new style fenders all the way around.

So even if the Ace 100 looks a lot like its forerunner, there's a world of difference between the two. However, every change and modification we mentioned can be made to the older machine.

If the 90 was good, and it was, the 100 can only be described as better. This can be born out by the various Hodaka distributors around the country, very few have excess stock lying around since they're selling all they can get. Because of this it's easy to tell both a Hodaka distributor and a Hodaka rider, they're the ones with the smug smiles on their faces. ■