

**MONSTER TEST ISSUE • YZ125 • CR80 • TT350 • M-STAR 250 vs. HUSKY 250 • XL600 • YZ490 vs. VENTURE 1200?!**

**FREE RACE ACTION POSTER INSIDE!!**

**DIRT BIKE**

WPS 34355

# DIRT BIKE

APRIL 1986

**THE COMPLETE '86 MINICYCLE BUYER'S GUIDE: ALL YOU NEED TO KNOW FROM NOVICE TO PRO!**



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**BAILEY & JOHNSON LOCK HORNS IN MOST SAVAGE BATTLE EVER: ARE YOU SURE THEY'RE ON THE SAME TEAM?**

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**DIRT BIKE vs. STREET BIKE CONTROVERSY — PART 2: UNREAL POWER MANIAC PLAYS DIRTY!**

**← CRAZY MX PILOT COMPLETELY FLIPS OUT: WHY HE DID IT! PAGE 24**



ISSN 10384-1546

# DIRT BIKE

APRIL 1986 • VOLUME 16, NO. 4



DIRT vs. STREET



HONDA CR80



YAMAHA YZ125



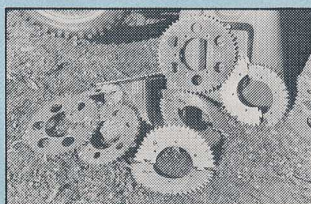
ANAHEIM SX



HONDA XL600



YAMAHA TT350



125 SPEED SECRETS

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**ON THE COVER:**—*Dirt Bike* test rider Steve Schmitz gets absolutely nuts aboard the rejuvenated Yamaha YZ125. Steve completed a 180-degree aerial maneuver for the *DB* cameras. Tom Webb took the photo, and Flash Kuhn snapped the awesome "whip" shot. DeWest artfully designed the cover, and Valley Film performed the color separations.

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

## 1986 HONDA CR80R

# KEEPING THE FAMILY NAME

*Finally, a mini for the masses*

*By the Staff of DIRT BIKE*

Can you imagine being the youngest of four brothers? Not just average brothers, but siblings who have proven themselves top contenders in their respective fields. That is precisely where the '86 CR80 finds itself in this year's motocross lineup at Honda. The CR500 is considered by many to be the ultimate product for the big-bore motocross wars. The CR250, with its impeccable front suspension and state-of-the-art handling characteristics, is a definite front-runner for top 250 of the year. And the all-new CR125 appears to have broken Kawasaki's stranglehold on the quarter-liter market. So, now the rest of the family is looking at the baby and saying, "It's your turn."

### POWER TO THE PEOPLE

The engineers at Honda went for broke in designing the power characteristics of the new CR. With the introduction of the all-new nikasil-plated cylinder to ensure longer life, they devised a porting scheme that develops a healthy hit at the bottom of the powerband, a mid-range punch that snaps to attention and a strong top-end howl that should keep the advanced rider comfortably numb. The all-new porting dimensions not only provide the best stock power output on the market today, they also leave the bike wide open for further porting magic from a qualified grinder. The big disadvantage of the nikasil plating is that once the cylinder wall is scarred, it can't be overbored; you have to buy a new cylinder.

The stock jetting of the 28mm Keihin carb arrived spot-on for our intended uses. There were no annoying hesitations or awkward bogging. With a 15-tooth countersprocket and a 49-tooth rear, the gearing seemed well matched to the power characteristics of the motor; our testers had zero complaints in this department. Added to this correct gearing layout is a sano six-speed tranny; again, well suited for motocross needs.

### CARVING A THIN LINE

What Honda has lacked in the motor or suspension department in the past, it has always made up for in fine-line handling. Nineteen eighty-six will prove to be no different. The tight rake of the forks, coupled with a wheelbase of 49.2 inches, allows the CR to rail the big berm or slice the inside line at will. The only drawback of the pulled-in rake is the inevitable front headshake while decelerating, but sometimes you have to give up a little to get a little.

Handling the suspension chores are the reworked internals of the Showa forks and the 10.6 inches of travel provided by the Pro-Link rear end. The forks have improved immensely when compared with previous years, and the action is smooth and progressive. While the response at the rear end is fair, it feels subpar when compared to the front boingers.



*Just rail it and nail it, and the CR will follow your orders. Inside and outside turns are at the mercy of the mighty mini.*



*Finally an all-around package from Honda. The 80 has motor, handling and suspension for '86.*

*◀With low, mid, and top-end punch, the CR will vault out of turns with a snap of the throttle. The unsuspecting rider should beware.*



# DIRT BIKE 1986 BUYER'S GUIDE

DIRT BIKE MAGAZINE'S COMPLETE GUIDE TO OFF-ROAD FUN

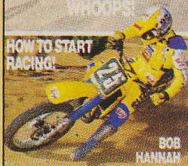
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- New how-to articles on suspension, riding and more!

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## 1986 HONDA CR80R

### SO WHAT ELSE IS NEW?

The engineers at Honda are staying abreast of the Kawasaki trend-setters by allowing some of the techno-tricks of the bigger bikes to be passed down. The front disc brake on this year's CR is a welcome sight; the cheesy rubber brake line is not. But the aftermarket manufacturers will surely leap on this blunder and provide a quality braided unit.

A redesigned standard shoe brake handles the stopping power out back—improved, but alas, it's no disc.

Honda is one manufacturer who has always developed a machine that seems to fit a great majority of riders. The footpeg, seat and handlebar relationship is perfect. All our testers adapted quickly to the ergonomics of the CR. The handlebars pleased some, but others stated they would opt for a change.

### UNDER PRESSURE

The littlest Honda was under a lot of pressure this year; matching the productivity of its big brothers was a tall order. But those bigger members of the family can breathe a sigh of relief; the baby of the family has pulled it off. Now the whole lineup can hold up their heads. □



### 1986 HONDA CR80R

Engine type . . . Liquid-cooled, single-cylinder, 2-stroke  
Bore and stroke . . . 47mm x 48.8mm  
Displacement . . . 82.9cc  
Carburetion . . . 28mm Keihin  
Fuel tank capacity . . . 5.0 L (1.32 gals.)  
Lubrication . . . Pre-mix

**Gearbox ratios:**  
1 . . . 2.333:1  
2 . . . 1.722:1  
3 . . . 1.400:1  
4 . . . 1.174:1  
5 . . . 1.000:1  
6 . . . 0.885:1

Gearing, front/rear . . . 15/49  
Ignition . . . CDI  
Recommended spark plug . . . NGK BR10EG  
Silencer/spark arrester . . . Yes/no  
Wheelbase . . . 1355mm (53.3 in.)  
Ground clearance . . . 305mm (12.0 in.)  
Seat height . . . 890mm (35.0 in.)  
Rake/trail . . . 26.5°/73mm  
Wet weight, no fuel . . . 137.8 lbs.

**Tire size and type:**  
Front . . . 70/100-17 IRC  
Rear . . . 90/100-14 IRC

**Suspension, type and travel:**  
Front . . . Showa telescopic, 260mm (10.3 in.)  
260mm (10.3 in.)  
Rear . . . Pro-Link, single Showa shock, adj. comp./reb., 270mm (10.6 in.)

**Intended use** . . . Motocross  
**Country of origin** . . . Japan  
**Retail price, approx.** . . . \$998

**Distributor/Manufacturer:**  
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