

DUAL PURPOSE DUEL: DT250 vs. TS250

DIRT BIKE

IND

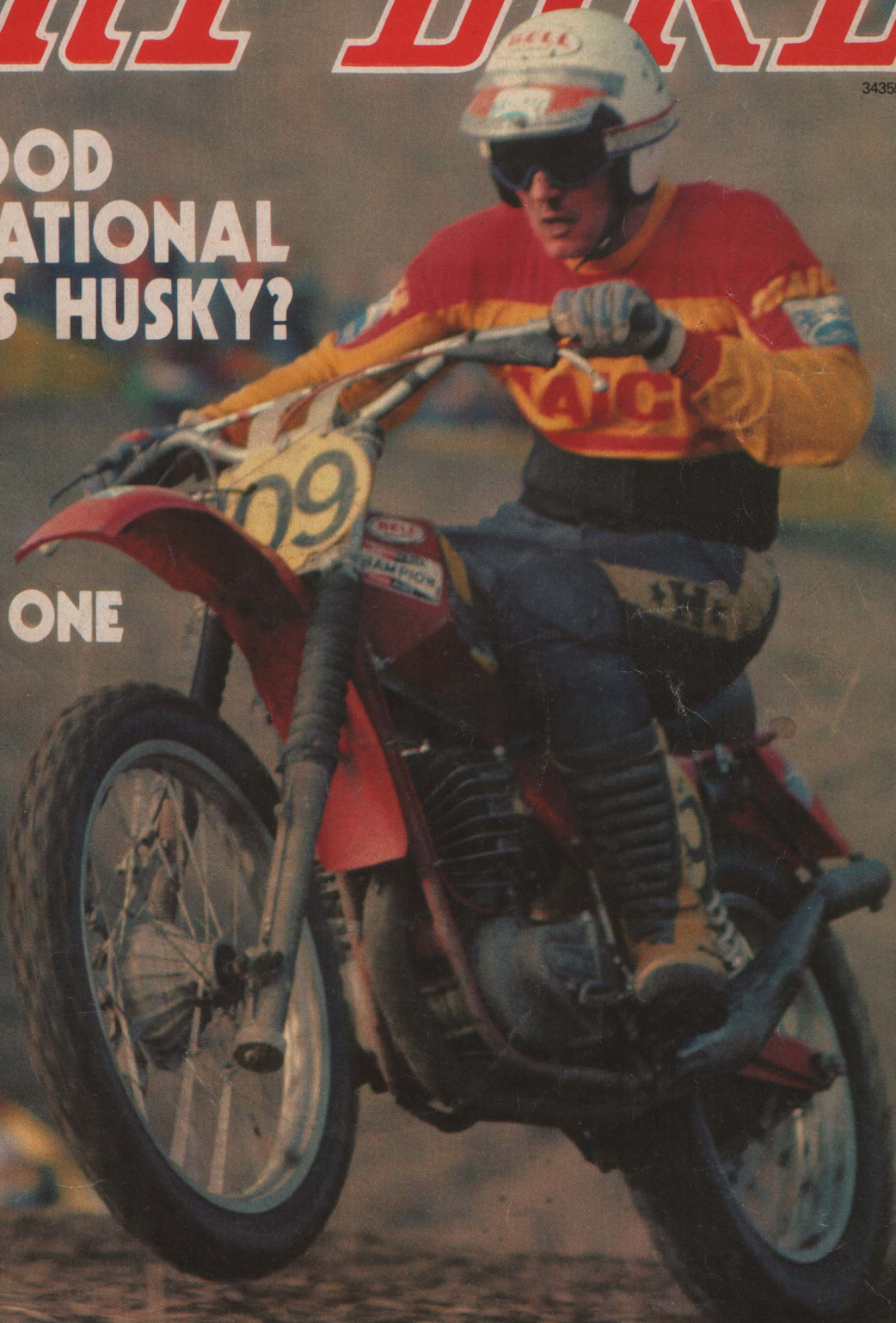
APRIL 1977

\$1.00

34355 UK60p

**HOW GOOD
IS THE NATIONAL
CHAMP'S HUSKY?**

**SUZUKI
RM125B:
YOU NEED ONE**



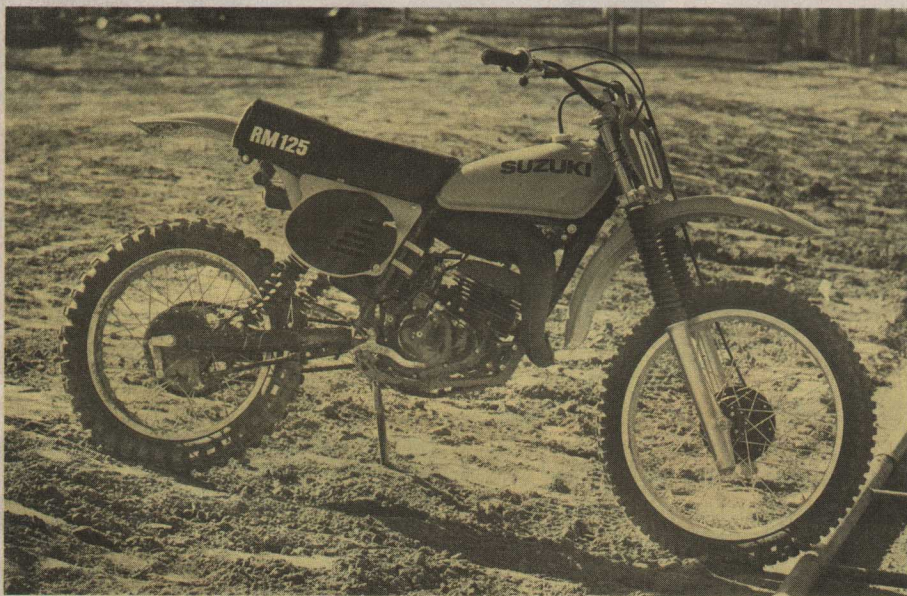
**THE PRIVATEER LIFE OF GAYLON MOSIER
BLUE MEANIE: OSSA 250 PHANTHOM GPII**

SNEAK PREVIEW!

SUZUKI'S RM125B

Yellow gets more mellow

by the Staff of DIRT BIKE



Presto. Before your zoot new 125 needs its first air filter cleaning, it's obsolete. And if you are one of those highly competitive 125 motocrossers attempting to stay abreast of the latest, it's time to fork over again. The RM125B has arrived and you'll not be updating your RM125A to meet the new specs. It's big changes for the RM. Big enough to make the difference between RM and YZ a moot question? Read on and see.

Starting with the motor, the "B" model gets an entirely new

bore/stroke and consequently cylinder, piston, crank and port job. Bore/stroke is square at 54mm/54mm to allow taller ports and attendant improved flow. Mid-range performance is improved while transfer and exhaust timing are radicalized. The longer stroke helps compensate for the longer duration on transfer and exhaust, while slightly less intake duration contributes to smoothing things out. Suzuki claims 0.5 more horsepower at 10,750 rpm from 10,500, but peak torque hits 250



rpm sooner.

Other engine rideability changes include heavier crank wheels for more flywheel effect, a new ignition curve, a lighter piston to reduce vibration, a lighter rod and wristpin, redesigned reed block and a new pipe to suit the new motor's fancy. What you have is basically an entirely new power unit.

But take heart, "A" model owners. Transmission ratios remain unchanged, though the primary and secondary reduction ratios are ten percent higher

overall. And the frame is the same but for modified rear shock mounts attached to reinforced swingarm. Bottom mounts have been moved forward 16mm to increase travel. Oh, and there are the remote reservoir Kayabas, similar to the bigger RMs. You will find the same carburetor body, but with different jets, and your tank and seat are also jake.

Up front you'll find an exceedingly altered set of longer travel air/spring forks. Ten-pound springs cooperate with air pressure anywhere from 20-36 psi

to suit a rider's very needs. 9.1-inch travel sets the front wheel slightly farther out, increasing wheelbase by a hair. Corrugated rubber fork boots protect the shiny parts from the elements.

Our sampling of the new Suzook took place at the annual Suzuki Editors MX, by now a classic of tomfoolery in Southern California. Basically the program consists of Suzuki supplying moto-journalism with liberal quantities of RM125s and food to destroy. In the ensuing massacre



old rivalries are renewed and we are all reminded who has a sense of humor and who doesn't.

Various races take place frequently involving some of SoCal's top motocrossers turned editors for a day. Sort of like deputization. Both George and Gunnar took part in the festivities actively, while Len's motor drive hummed in the background. After the series of qualifying events, team races, genuine GPs and so forth, both had spent a fair amount of time on the new RM and were prepared to make at least a few initial comments pending the completion of a full test.

Since the RM125A's performance was nothing to scoff at, the new motor could hardly show earth-shaking power increases. Where the motor

changes become obvious is in exiting corners. The "B" model requires less clutch-slipping in slow corners and is more willing to get up on the pipe and get work done. The change in overall ratios just about makes up for the under-gearing we assigned to the RM125A in August, 1976. First gear is more usable and the RM can benefit from the added top speed.

Both suspension systems are significantly better. The new forks, while just a few hours of set-up from superb, are a definite improvement. Incidentally, the front hub is now conical, though braking surface is the same. Slightly lighter and stronger. Back on the forks, movement of the tubes in the clamps is now limited to roughly 5mm by the air caps on

top. If you like to drop your front end for quickness, then you'll have to alter the caps.

Though the action on the new, remote reservoir shocks is not significantly different than past units, they do remain much more constant in damping through a long moto. Experience indicates that they should last longer than the previous units, too.

You say you want to know more? Patience, please. Next month dear old DB will not only thrash the new yellow hummer soundly, in order to give you the complete scoop, but we will also, luck willing, force it to face off with the 1977 CR125 Honda, Yamaha's '77 YZ, and Husky's 1977 CR. At this point, it looks like it's going to be a dynamite shootout!

