

australasian DIRT BIKE

HUSKY XC500 SWEDISH STEEL

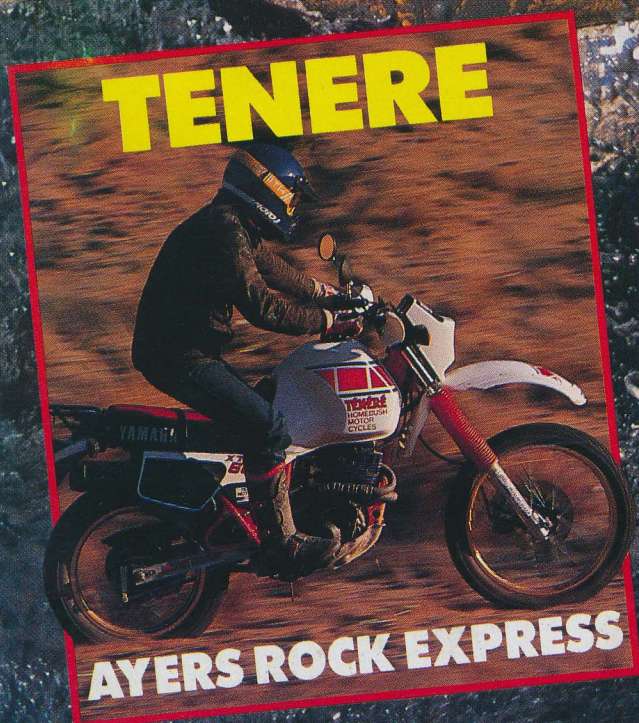
OCTOBER 1983
\$2.20 (\$2.75 NZ)*

**OUTBACK DIRT
BIKE SAFARIS
SEE AUSTRALIA FIRST**

**THE CHANGING FACE
OF ENDUROS**

**JENNY MILLER
VERY FAST, VERY NICE**

**JOHN HAND
OUR BEST
ENDURO RIDER?**



TENERE

AYERS ROCK EXPRESS



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VOL. 9, NO. 6
OCTOBER 1983

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TYPESETTING: Novagraphics, who we pay top dollar well ahead of when the bill is due. Fun blokes like them deserve all the breaks they can get.

DIRT BIKE is published by DIRT BIKE PUBLISHING PTY. LTD. (Incorporated in NSW)
POSTAL ADDRESS: PO BOX 504, MONA VALE, NSW 2103
TELEPHONE: (02) 913 1880

Printed by Toppan Printing Company Pty. Ltd.
Distributed by Gordon and Gotch Ltd., Sydney and Melbourne

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SUBSCRIPTION RATES: \$24 per 12 issues within Australia. New Zealand subscribers \$30(A) for surface mail, add \$6 extra if you want airmail, for a total of \$36(A) for 12 issues airmail. Make cheques or money orders payable to DIRT BIKE PUBLISHING PTY. LTD.

ADVERTISING: Geoff Eldridge. Phone (02) 9131880.

Freelance contributions are welcome and should be typed double-spaced with the appropriate photographs and notated captions accompanying manuscripts. For the return of submissions, enclose a stamped, self-addressed envelope. We take all care but no responsibility for material lost in the mail. Payment at ADB's normal rates. Colour prints are not desirable.



COVER

Husqvarna's XC500 is no pussycat, but there are plenty of people around who demand huge gobs of raw power to terrify themselves with each Sunday, before they head back to work in the bank on Monday morning.

INSET

Yamaha's XT600 is called after an African desert — the Tenere — found in the famous Paris-Dakar rally. How does it fit into Australia? Quite nicely, thank you.

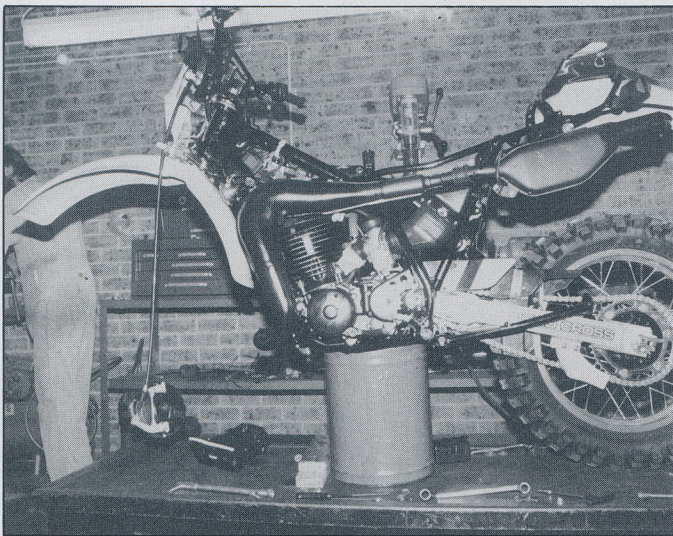
*Recommended and maximum retail price. You're getting off light. You should see what we have to pay Honest Muz to keep away from the office.



GIANT KILLER

Putting even more performance into Yamaha's IT490K

When more than enough isn't enough, then this is what you do.



In its class, Yamaha's IT490K is a winner. Gone are all the old problems which plagued the big bore IT — sloppy steering, ponderous weight distribution and substandard suspension. This model is a real winner, make no mistake.

The 490cc engine pulls like the proverbial tractor, yet it'll rev out enough to suit any throttle-happy maniac in a motocross style special test. The new K series YZ style suspension not only cures the age old Yamaha trait of a high centre of gravity, but it offers the rider excellent suspension which is easily set up. At the front, the IT's forks are better than anything else out of Japan.

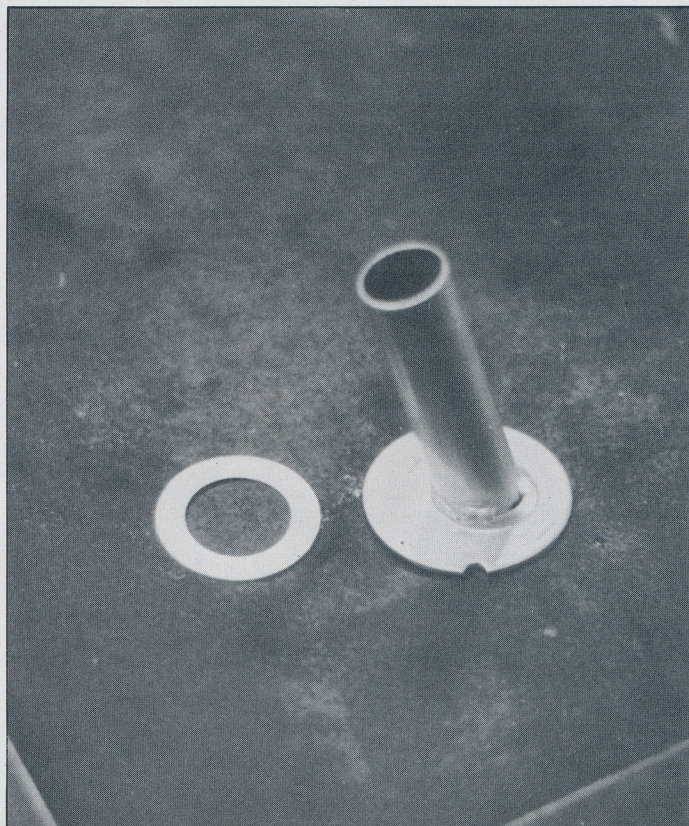
So the IT490 is a bargain. All the same, nearly a season of racing has taught smart riders and tuners that there are still a few secrets which will make this IT perform even better. Frank Pons has been around for years, tuning bikes for some of Australia's finest riders,

including Stephen Gall. It was at Stephen's shop in Hornsby (NSW) that we learned the following secrets to get the IT490 into the hyper performance class. And now we're going to tell you all!

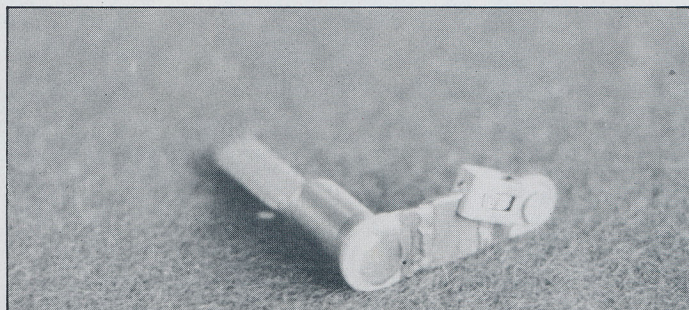
ENGINE

It's obvious that the first thing you need to do is remove the restrictors. There are two — one in the carb inlet manifold and one in the exhaust header pipe at the exhaust manifold. Chuck 'em.

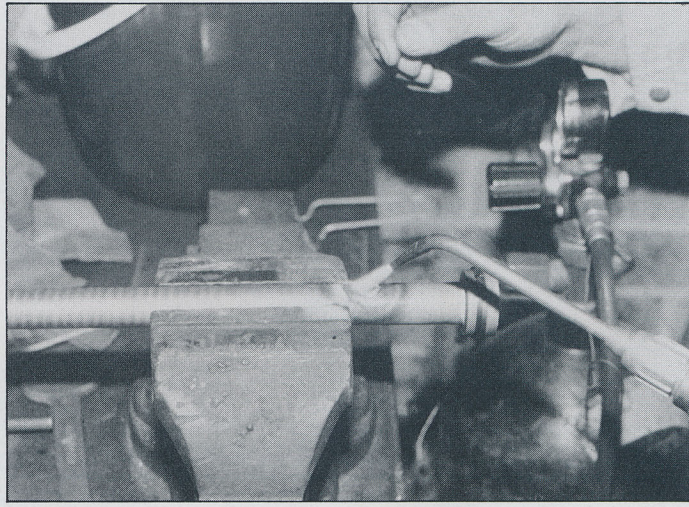
Once the bike is run in, try for yourself the following carb settings: Q-4 needle, 400 or 410 main depending on altitude, humidity and the oil you run in the fuel (and whether or not you run the stock silencer), 40 pilot jet and a number 2 air jet (it's the one you look at when you gaze down the inlet of the carb). You naturally need to experiment to make sure the jetting is exactly what you want for your riding area (eg, if you live on top of a



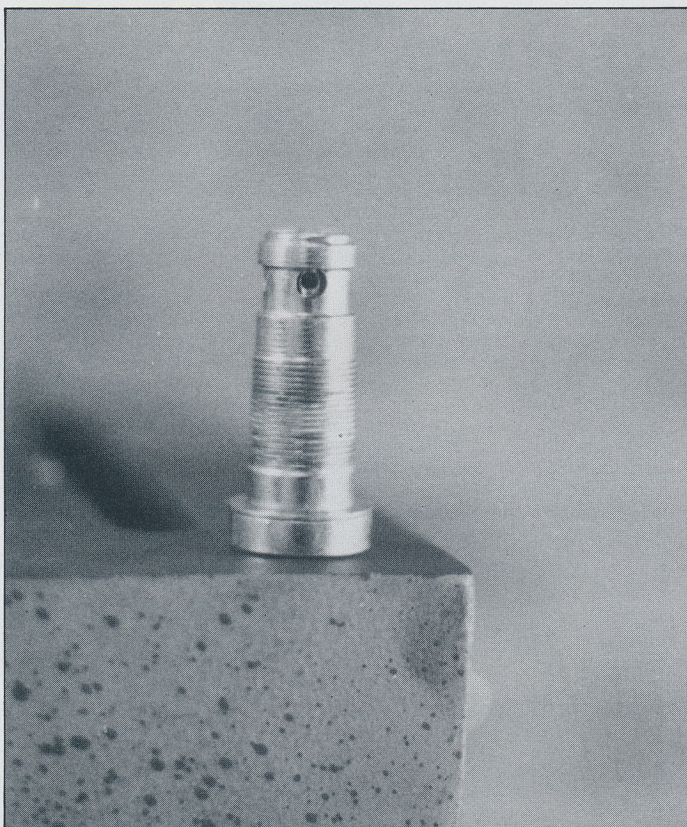
ABOVE These are the two restrictors you must remove. Seal the exhaust manifold with silastic to make it leak-proof.



ABOVE Clutch actuating arm is lengthened by 18mm to give a lighter feel for those nasty times.

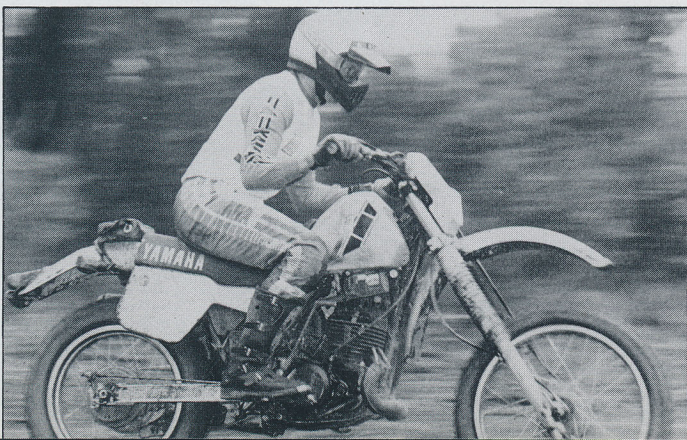
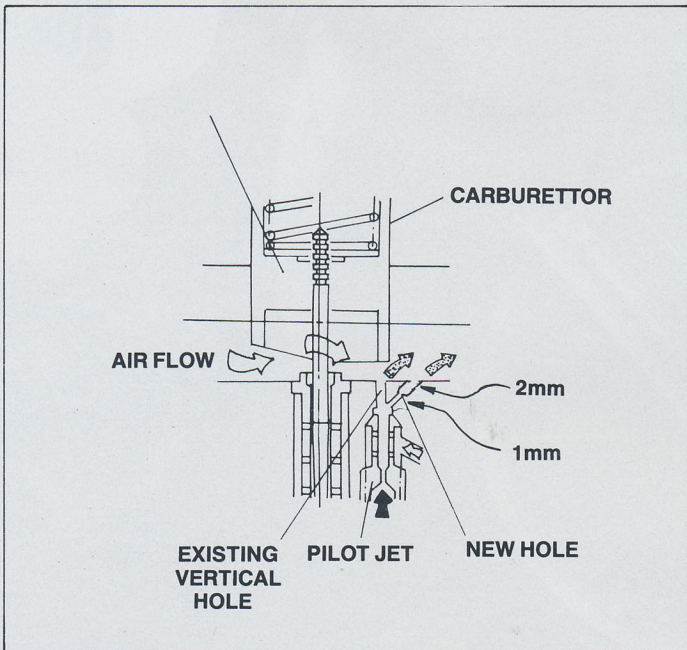


ABOVE Fill in this hole with oxy weld and redrill it to 3.75mm diameter. Be careful to do it only to the lower of the two holes.



ABOVE
This piece comes out of the bottom of the fork legs. Inside it is a

small piston. Drill the hole in the piston out to 2.5mm diameter



mountain), but these sizes will get you so close you'll be laughing.

Naturally, you bolt a set of Boyesen ends right in there. No fuss. They seem to help the bike start easier, as well as smooth out the midrange even more than the boost bottle does.

Extend the clutch actuating arm by 18mm (see photos). You'll need to readjust the clutch after you do this. A lighter clutch action is the result.

Looking down the intake throat of the carb, you'll see a small hole drilled vertically just before the slide. Drill another small hole at an angle to horizontal to join up with this vertical hole. See diagram. These holes feed the pilot jet. The effect will be to smooth out the bottom end.

Some of the gun riders like to think that the stock silencer is restrictive. It isn't. Not really. Oh, sure, it weighs a bit more than some of the exotic alloy masterpieces available on the accessory market, but it works fine.

As far as all that wild porting and other stuff goes, it's not necessary. The IT makes more than enough power and when you are in a zero traction situation trying to execute a tricky off-camber turn at the bottom of a loose rock-strewn hill, you need a smooth power delivery, not a wild rort of uncontrollable wheelspin.

SUSPENSION

If you ride an IT490 in stock trim, you can end up thinking it works pretty well. Fine, because it does. But after a while, up front you'll notice some excessive compression damping, while at the back you'll notice even more of the same. So a little attention is needed to cure it.

Inside the forks there's a piston at the bottom which fits inside the bottom of the damper rod in each leg. This piston is located inside its own outer unit which has four damping holes drilled in it. You need to drill a hole 2.5mm dia in this inner piston (see diagram).

Then, looking at the damper rod you'll see four damping holes in the bottom end; drill out two of these four holes only, from 6.5mm dia to 7.0mm dia. You drill the two furthest from the bottom end of the damper rod (see diagram).

At the top end of the damping rod you'll see two more damping holes. Locate the **bottom** of the two, and fill it in with oxy weld and redrill it to 3.75mm dia (which is **smaller** than stock). Drill only **one** of these two holes, the **bottom one**, otherwise it doesn't work.

Reassemble the forks and fill with either 10 or 15wt fork oil (we used 15wt this time round) measured 160mm from the top of the fork tubes with the springs removed and the forks compressed and held vertical for measuring. This is 10mm more oil than stock. You'll be amazed at the difference — gone is the harsh compression damping, and the rebound is better as well. To boot, the forks are slightly stiffer (run no air) and they don't dive as much when you slam on the brakes into a corner. Tough.

At the rear, we're afraid you'll

have to get your shock to a suspension expert, and there's a good reason: you need the right gauges and you also need a nitrogen bottle. Besides, the Yamaha wizards are reluctant to divulge their inside knowhow to home tuners who could very easily stuff up a perfectly good shock.

What you end up with when you have your Yamaha shock dialled in by someone who knows his stuff is a rear suspension with superb damping characteristics and 15mm more wheel travel. They do the oil (changed to a better grade), the valving (reposition the valving washers properly to suit Aussie conditions), remove a restricting spacer for more travel and then repressurise the unit.

Please remember that this job applies to any 1983/2 Yamaha IT, and the YZs can also be improved (although wheel travel will remain the same). Contact a Yamaha dealer for details — he should be able to refer you to someone who can do the job if he can't.

With the shock spring, Queensland Yamaha riders replace the stocker with a **red** YZ490 spring. Frank Pons suggests you get hold of a Suzuki RM465X spring, which fits and works even better.

SETTING UP

The rest is simple enduro know-how.

Get hold of a good bashplate, because the pipe is very vulnerable. Peter Delaney in Caloundra makes the best one we've heard of (also, he makes them for the most current or recent enduro bikes). Contact him on (071) 915051. He charges a modest \$80 for a polished, classy alloy bashplate that not only protects the pipe but which lets water or mud drain away quickly. If you're really serious you'll ask him to make you a bolt-on centrestand, which is another \$80 and it makes tyre changing/repairs a snack.

Good tyres are a must: we ran the bike in and set it up on the stock IRC rubber, then switched to Metzlers (of course). The snail cam chain adjusters are swapped side-for-side, which locates them above the axle rather than below it and in the way of rocks. For mud you need a mudflap. Replace the RHS lever bracket on the bars with a two-piece YZ bracket. Stock lever blades are pretty bendable, but enduro freaks should go for Maguras. Go crazy with the Loctite. Chuck the rimlocks in favour of Sun rim pins. Do the steering head in Bel-Ray waterproof grease, and regrease all the rear suspension with the same stuff.

There's probably more, but damned if we can think of it right now. Go over the bike carefully while new, run it in well, and it'll give great service.

Like we said, the IT490 is more than enough. With these mods, it's even more than that.



All the performance work on this bike was done by Frank Pons at Stephen Gall's Pro Cycle shop, 148 George Street, Hornsby, NSW 2077. Phone (02) 477-5422.