

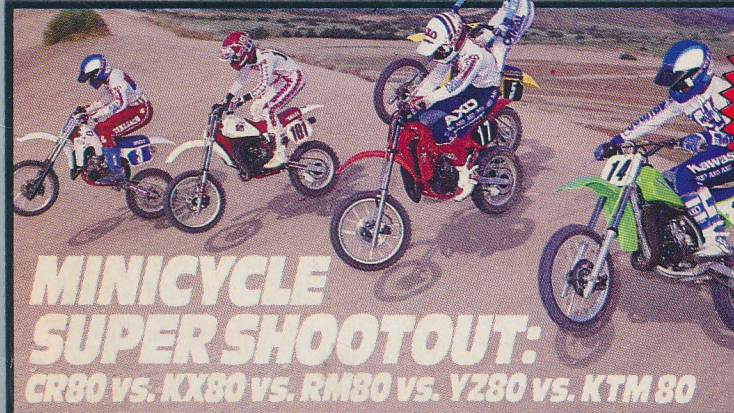
**RADICAL DIRT BIKE FREESTYLE SHOOTOUT:
THE 20 WILDEST PHOTOS EVER PUBLISHED!**

FIRST TEST! KAWASAKI'S '87 MOJAVE 250!

DIRT BIKE

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**MINICYCLE
SUPER SHOOTOUT:**
CR80 vs. KX80 vs. RM80 vs. YZ80 vs. KTM 80

**FIRST
TEST!**

**HONDA'S ALL-NEW
STREET-LEGAL 200:
WHO NEEDS A
SCOOTER?!**



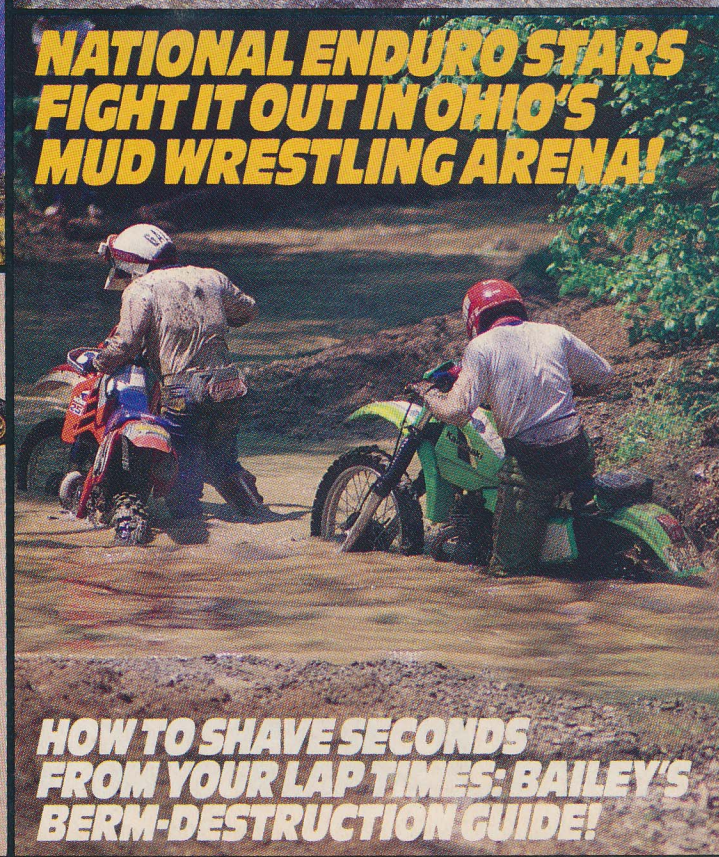
**FIRST
LOOK:
'87 HONDAS &
LIQUID-COOLED
HUSQVARNA
4-STROKE!**

AUGUST
1986

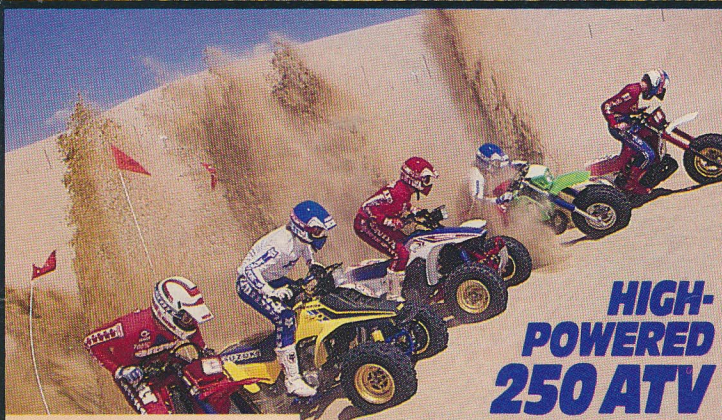


**YAMAHA'S FOREST FLIER:
WILL "IT" GIVE THE KDX FITS?
—PLUS KILLER YZ HOP-UPS!**

**NATIONAL ENDURO STARS
FIGHT IT OUT IN OHIO'S
MUD WRESTLING ARENA!**



**HOW TO SHAVE SECONDS
FROM YOUR LAP TIMES: BAILEY'S
BERM-DESTRUCTION GUIDE!**



**HIGH-
POWERED
250 ATV
SHOOTOUT:**
ATC250R vs. TRI-2250 vs.
4-TRAX 250 vs. KXT250
vs. QUADRACER!!

ISSN 0364-1546



DIRT BIKE

AUGUST 1986 • VOLUME 16, NO. 8



CRAZY PHOTOS



NATIONAL ENDURO



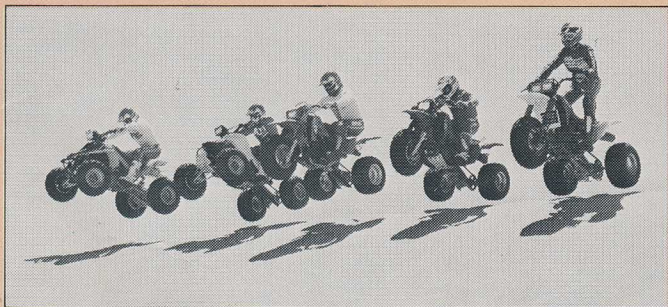
YAMAHA HOP-UP



HUSKY'S LIQUID-COOLED 4-STROKE PREVIEW



KTM 350MX TEST



HI-PERFORMANCE ATV SHOOTOUT



80cc MINICYCLE SHOOTOUT

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.

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Number 756 in a regular series of gonzo photos

ON THE COVER:—Steve Schmitz and Micky Dymond aviate for our first "Rad Gallery" feature; down below, the *Dirt Bike* Brat Packers launch a quintet of mini motocrossers. Tip Webb volunteered to spray wash the '86 Yamaha IT200, and the Athens Motorcycle Club volunteered to spray wash a few hundred riders at their annual National enduro. Our five-machine ATV shootout and Honda Reflex action wrap up things. Photos by Fran Kuhn; cover design by DeWest; and Valley Film did the color separations.

DIRT BIKE Magazine, ISSN 0364-1546 (Aug. '86) is published by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$4 per year, and all other foreign add \$5 per year for additional postage. Copyright © 1986 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to *DIRT BIKE* Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

ALL-NEW KTM 350MXC

A full-sized 350 with an appetite for Swedish cuisine

By the Staff of DIRT BIKE



We decided to race-test our machine at a notorious Southern Ohio National Enduro in lieu of the usual evaluation. Wolfman Webb felt that the KTM's perfect manners and powerful motor were all that brought him to the finish.

◀Both suspension ends are plush, yet firm-up perfectly on the killer hits. All you have to do is dial in the right amount of sag (3-3/4 inches) and bleed the forks before every ride. Although the shifting is typical KTM-notchy, the easy clutch pull makes life more bearable—even though it crawls forward when you're stopped in gear.

Team Dirt Bike was airborne again. The American Airlines DC-10 hummed at 35,000 feet while thoughts of the nasty enduro we'd ridden the previous day in Southern Ohio drowned out the dialogue of "Murphy's Romance." The stewardess brought food, but the nuclear mush in the shape of fish parts got mashed around the plate, and our thoughts shifted back to the race test.

Two weeks earlier we'd picked up a brand-new KTM 350MXC. This thought wasn't too thrilling, since the bored-out 350, or 278cc enduro wagon, we'd already tested couldn't wear the same shoes as the new 250 DCIMXC. But this new 350 Katoom was different—it had a big jug (344cc) shoehorned onto a 500 lower end. Yes, a full 350! Our interest perked up a bit.

At the end of the day's ride, we knew KTM had created a monster. The new 350 sits low, starts easy and has enough power on tap to burn a trail up the face of Mount Whitney. In a nervous fit, a call was placed

to KTM Ohio, and a bike was prepared for the Athens Ohio Motorcycle Club's National Enduro that was to run the next weekend. For the first time in many moons, there was a threat to the Husqvarna-dominated class of Open bike enduro hardware. Although we loved the machine in California, we knew a real Eastern enduro race test was in order.

TALK TO ME, BROTHER

While the chassis appears identical to that of the 250MXC, there have been a number of subtle changes. First of all, it sits low. Real low. The KTM engineers lowered the whole motorcycle by bringing the steering back 15mm and up 15mm. In essence, the steering head has been raised while the rest of the frame stays the same. The removable tail section has been pushed down and both suspension ends are shorter than a standard-issue MXC.

The White Power shock is the same length as the MX damper but is fitted with a three-and-a-half-millimeter spacer inside to shorten the travel. It features all new valving and

strokes out 310mm of travel. Up front the White Power forks run a 20mm shorter damper rod, heavier springs and virtually no preload. They have 280mm of travel. The result is a low-riding, long-travel machine, that a five-foot eight-inch rider can easily sit on. . . flat footed. Amazing!

But, and this is a big one, the chassis updates definitely play second fiddle to the new engine. For the last few years Husky has dominated the Open enduro market with its 430cc air-cooled and 400cc water-cooled machines. KTM offered its 350, a 250 bored out to a 278, and though this machine proved to be competitive, it lacked the torque of the Swede machine, and real Open class pilots snickered at the Austrian buzzbomb. Of course, there was always the KTM 500MXC, but once again, enduro riders complained that riding a 60-horsepower monster in the woods was about as much fun as shaving a polar bear. So, enter the 350MXC.

The engine is basically a 500 lower end



KTM 350MXC



The KTM 350 has a very low seat height, making it a true woods carver. For the National Enduro we replaced the stock Regina chain with a D.I.D. O-ring chain and added a set of Fredette Handsaver hand guards. This machine is the best enduro effort ever to come out of Austria, and quite possibly new king of the Open hill.

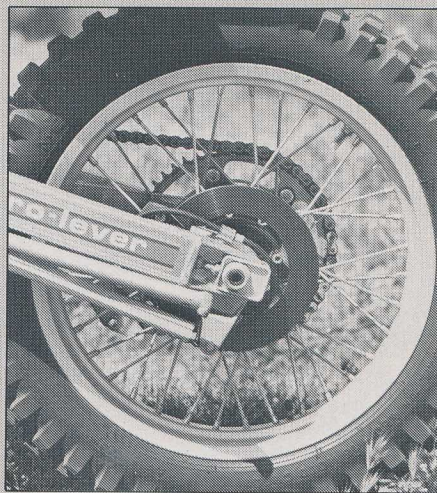
with a 344.6cc top end strapped to it. It's a five-speed and identical to the 500, with the exception of third gear, which is a shade lower on the 350. A 38mm Type 55 Bing carburetor regulates gas, and it has a normal Motoplat ignition. For all intents and purposes, KTM has created the perfect Open "enduro" engine.

STUCK IN ATHENS WITH THE MALIBU BLUES... AGAIN

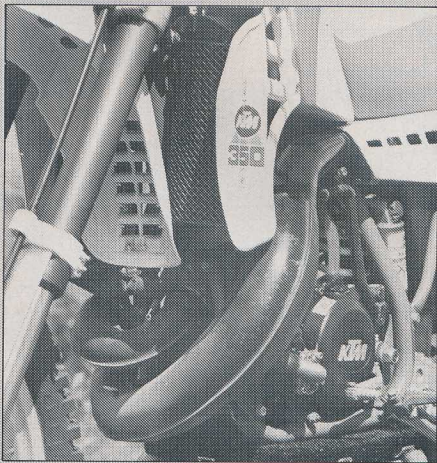
During our initial testing in Southern California, the KTM 350 proved to be a mind-blower. It was the first Austrian machine we'd ridden this year that didn't require any modifications to either suspension end. The front comes sprung perfectly, is plush, and firms up to swallow any jolt in its path. Out back, the White Power Pro-Lever system is valved to sponge up the little bumps, and it too laughs at mongo hits. The result is a confidence-inspiring ride, no shakes or quivers at speed and, with 90mm to 95mm of rear sag dialed in, the bike turns like a rabbit.

The bottom line on the engine? It's unbelievable! It starts easily by tickling the Bing until fuel shoots onto the shock linkage and then pulling back on the bogus handlebar-mounted richening lever. There is almost no vibration and, snapping the throttle, you'll hear a pronounced bark. Off the bottom it rips to attention immediately and will nearly tear the bars out of your hands. It definitely is all Open bike.

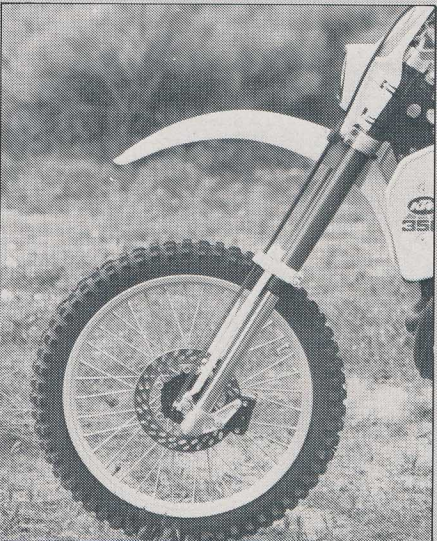
The meaty growl off the bottom flows smoothly into the mid-range and upper hit. There's gobs of tractor-ripping torque at idle, and an explosive wallop is always on tap to surface with a simple stab at the clutch. This bike is *not* docile, though it



Yahoo! A solid rear disc does not heat up like the old slotted numbers, and the new pads will normally last for at least 150 miles. Remember: Always keep a spare set of pads nearby.



This has to be one of the wildest production pipes yet. The design makes for excellent ground clearance—the header section is looped around the side of the frame rails.



KTM has finally dialed in the White Power forks on their 350. They're 20mm shorter, run a stiffer spring than in the past and have NO preload. The front Metzeler rubber is excellent. The disc is a little mushy but gets the job done.

THE 30 HOTTEST ATVs: THE PROS RIDE 'EM & RATE 'EM!

DIRT WHEELS MAGAZINE
SHOOTOUT SUPER SPECIAL
AUGUST 1986

ATV 200X vs. QUADSPORT
ATV 200X vs. QUADSPORT
ATV 200X vs. QUADSPORT

HONDA vs. YAMAHA vs. KAWASAKI vs. SUZUKI: WHEEL-TO-WHEEL BATTLE FOR #1

SAND & MUD TIRE SHOWDOWN: WE RATE THE TOP 12 ATV TIRES!

ATV 200X vs. QUADSPORT!

4x4 SHOWDOWN: HONDA'S TRX350 vs. TOYOTA'S 2400 9R5!

YAMAHA'S WARRIOR TAKES ON THEM ALL!

ATV 125 vs. KLT110 vs. TRX123 vs. LT123

EBEL vs. 4-TRACER vs. TRX123 vs. QUADSPORT

ATV 200 vs. QUADSPORT

ATV 200 vs. QUADSPORT

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can be ridden fearlessly by short-shifting and lugging the engine through miserable trail conditions. Aggressive riders who demand instant adrenaline will find that the 350 likes to rev, and the brutal mid-range and upper hook of the powerband responds like a full 500.

Here's what we learned about the bike during the Athens National Enduro:

- The engine is brutally efficient and flat does not vibrate, compared to, let's say, a Husky 400. There's a noticeable gap between first and second gear that can be tightened up by adding two teeth to the rear sprocket.

- Water does not affect performance. We actually had the triple clamps under water several times, and the bike never whimpered. Here's where the double disc brakes really shine. You never lose braking efficiency due to moisture.

- Top marks go to the White Power suspension. They kept the 350 in line over the ugliest terrain, including slick, rocky creeks, snotty roots, mud, and G-outs into creek beds. It doesn't bottom out, yet it is plush enough to absorb obstacles in first gear or flat-out in fifth.

- The large gas tank carries enough fuel (14 liters) for a killer 60- to 65-mile loop. When the tank is full, you notice the weight because much of it is carried up higher than the seat.

- By the end of the 163-mile National enduro, the lugging ability of the 350 engine brought a beaten rider to the finish. Much of the race required aggressive riding tactics, and our tester was flogged to the point of exhaustion, relying on the tractor-lugging side of the KTM to get him through miles of woods littered with slippery roots and off-camber uphill where many riders had to push.

BITS AND PIECES

The 350MXC comes stock with the new solid rear disc. This, in conjunction with new brake pads, ends the dilemma of brake heat-up and pedal loss during race conditions. The action is strong, and the pads will easily last through an entire enduro. In our California testing, we got nearly 150 miles of use out of the rear pads. Still, you should always carry a spare pair of pads with you, as they will wear out, especially when abused. They sell for \$16 and, with practice, can be changed in minutes. Maybe next year KTM will get with the program and offer a rear brake system designed with the enduro rider in mind. For now, you'll have to put up with them and always keep a pair of pads nearby.

Enduro riders will have to purchase an accessory speedo kit and spark arrester from their KTM dealer. The little speedo head mounts directly to the headlight, and the legal spark arrester is an Answer Products model.

Excellent Metzeler rubber worked flawlessly in both Western and Eastern testing. No complaints here.

Do not Loctite the rear axle nuts. Torque them to 65 foot-pounds, and they will not loosen.



During the enduro, the riders had to negotiate miles of waist-deep rivers and creeks. The 350 proved to be a water moccasin (never burping or blubbing), and the double disc arrangement meant the brakes never faded.

We rejected our machine slightly and noticed an immediate improvement. Change the standard 70 pilot jet for a 65, the 2.84 needle jet for a 2.82, and drop down to a 195 main jet.

Long-time KTM owners will love the clutch action. The bigger 500 clutch has an easy pull and never slips. It does, however, drag with the bike stopped and in gear. We didn't like this quirk, but we got used to it.

THE RIGHT WHITE

Here's the skinny: The KTM 350MXC is more than a thorn in the side of Husqvar-

na's quest for the ultimate Open class enduro weapon. It's a spike the size of a redwood tree. This machine has a low-slung chassis, adept suspension, hits like a hurricane off the bottom, and will rev to Saturn. It's fast, torquey, smooth and vibrationless, all at the same time. While it craves the tight woods of Ohio, it flourishes in the high-speed world of the California desert. Whether your goal is to win enduros, or just finish them, the KTM 350MXC is quite possibly the best machine made for the job. Bottom line. □



1986 KTM 350MXC

Engine type	Single-cylinder, liquid-cooled, 2-stroke	Silencer/spark arrester	Yes/no
Displacement	344.6cc	Wheelbase	1460mm (57.5 in.)
Bore and stroke	75mm x 78mm	Ground clearance	330mm (13.0 in.)
Carburetion	38mm Type 55 Bing	Seat height	920mm (36.5 in.)
Factory recommended jetting:		Rake	28°
Main jet	200	Wet weight, no fuel	231 lbs.
Needle jet	2.84	Tire size and type:	
Jet needle	6L6-2	Front	3.00 x 21 Metzeler
Pilot jet	70	Rear	4.60 x 18 Metzeler
Slide number	160	Suspension, type and travel:	
Fuel tank capacity	14 L (3.7 gals.)	Front	White Power type 4054, adj. comp./reb., 280mm (11.0 in.)
Lubrication	Pre-mix	Rear	White Power Pro-Lever, adj. comp./reb., 310mm (12.2 in.)
Gearbox ratios:		Intended use	Off-road/enduro
1	2.500:1	Country of origin	Austria
2	1.600:1	Suggested retail price	\$3149
3	1.160:1	Distributor/Manufacturer:	
4	0.950:1	KTM America	
5	0.740:1	1906 Broadway	
Gearing, front/rear	14/50	Lorain, OH 44052	
Ignition	Motoplat		
Recommended spark plug	Bosch W310 (S2S)		