

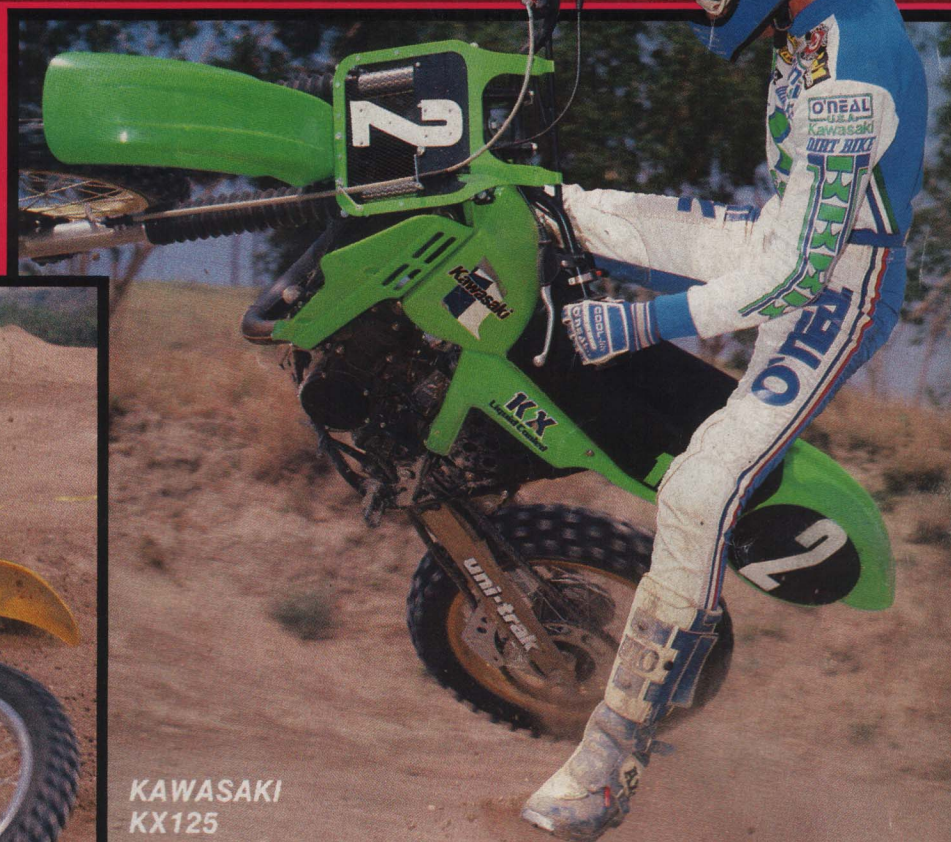
125 SHOOTOUT: BIG FOUR WAR

**DIRT
BIKE**

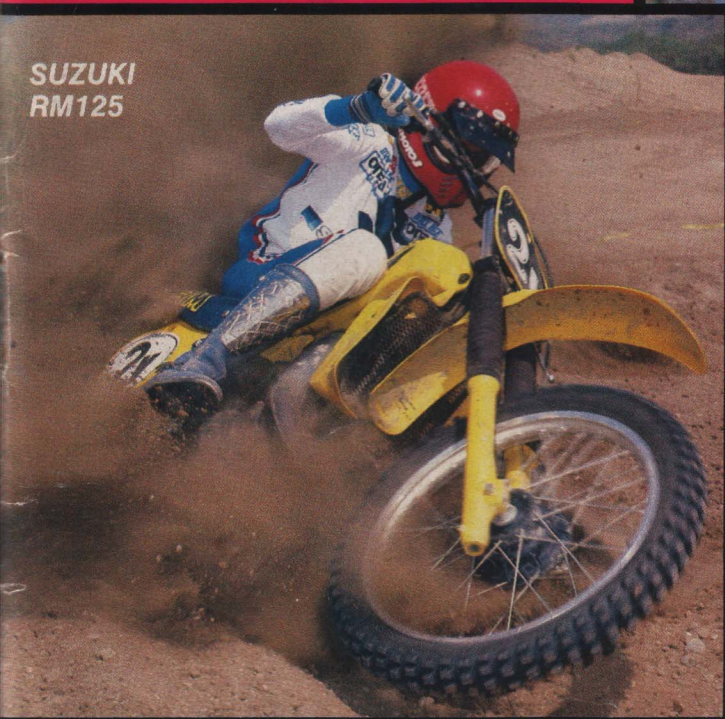
DIRTBIKE

AUGUST 1983 • \$1.75 UK £1.10

D.C. SUPER-X: CAPITAL CLASH



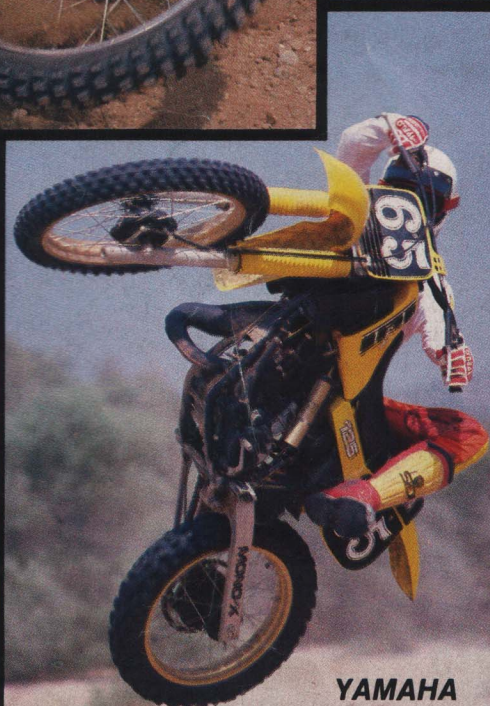
KAWASAKI
KX125



SUZUKI
RM125



HONDA
CR125R



YAMAHA
YZ125

**WOODS MODS:
200 ENDURO
HOP-UPS!**

**WORLD-CLASS
MX MACHINES
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**MUD-O-CROSS
500 GERMAN GP**



125 SHOOTOUT



ENDURO BIKE HOP-UP



KDX250



WEST GERMAN 500 GP



WASHINGTON SUPER-X

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ON THE COVER:—Our 125 testers go at it with a vengeance. Jon Miller roasts the Honda, Larry Baker checks the flight potential of the Yamaha, and Kenny Zahrt doubles up on the Kawasaki and Suzuki. Photo credits: RS on the YZ, TW on the CR, and PC on the KX and RM. Color separation by Valley Film.

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HONDA vs. KAWASAKI vs.
SUZUKI vs. YAMAHA

125 SHOOT OUT!

Buzzbombs at large

By the Staff of *Dirt Bike*



It's that time of year once again. Time for our annual 125 MX shootout. The entrants are as follows: Honda CR125, Kawasaki KX125, Suzuki RM125 and Yamaha YZ125. Absent are the Husky 125 (hopefully slow and heavy), the Can-Am 125 (even slower and about the same weight as a Buick station wagon) and the KTM 125 (outrageously overpriced but an excellent bike that will be shortly replaced with a completely new model).

Those with a good memory will recall that the Suzuki won last year's shootout by a slim margin and by virtue of being a good all-around package. We also made the prediction that the RM could not hope to repeat this in 1983 unless some major re-vamping was done to the several-year-old basic design. Honda came in second, tied with Yamaha for that position. Trailing the pack was the KX, a good bike that was down on power and flawed in several irritating ways.

This year we have a whole new ball game. Honda completely redesigned its entire MX lineup, while Yamaha went with a totally new suspension approach. Kawasaki strengthened its weak points and found some horsepower, while Suzuki chose to merely update last year's package.

HOW WE FIGURE IT ALL OUT

You'll find two charts listed in this test. The first chart (#1) we consider the most important. It has the important performance features rated on a scale of one to ten.

Chart #2 has things that are important, too, but possibly not as critical to a hard-core racer. Still, one has to *live* with a motorcycle, and things like ease of maintenance, parts prices and availability cannot be ignored. The grand total of both charts gives you a cold, clinical ranking of the four machines in question. Throughout the test, though, we'll also try to give you important input about the bikes that numbers alone cannot do. That is, how they *feel* in the various departments.

During the final test/photo session, we were assisted by a crew of four riders: Jon Miller (5'10", A enduro rider and former Pro MXer), Steve Schmitz (5'10", local Pro MXer), Larry Baker (6'0", local Pro MXer) and Kenny Zahrt (5'10", long-time DB tester and slightly loony local Pro).

In addition, the test bikes were ridden and raced by the regular DB staff and testers during the year. You will note, hopefully, that we've found out things for the shootout that were not noted in the original tests that appeared in the magazine. It's impossible to learn all about a bike in one month. Long-range testing and abuse reveals durability and hassle factors that might not show on a fresh machine. For an extremely detailed look into that area, please refer to the "125 MX Performance Secrets" article (July DB). All things considered, we feel that the DB 125 shootout is the most complete, thorough and realistic test you'll find.



HORSEPOWER

For pure horsepower, the KX got the nod. It would pull the other bikes every time, under most conditions. Right on its tail and surprisingly fast was the YZ. The power-valved engine hit hard, but didn't have quite the snap of the KX. The Honda had a good power delivery, and delivered it smoothly, but would invariably give a little bit away to the YZ and the KX. In last place, the RM had better power than the 1982 model but not enough of it.

USABLE POWER

This is very important to lesser-skilled riders, as a great number of Beginners and Novices purchase 125s. Here, the KX and the YZ share the lead, with plenty of good power that's easy to use. You don't have to keep these engines screaming at full tilt to maintain decent forward motion. The RM had a flat spot right off the low end that forced the rider to keep it buzzing to turn good lap times. We thought the CR had a good all-around spread of power and revved out nicely, but the KX and YZ both started pulling harder earlier.

FORKS

Our choice for the best forks was the Honda. We hesitate to call them excellent, as all of these bikes have less than superb forks. The Honda forks sagged a bit too much for our liking but had an overall better feel than the others. The RM's simply had too little travel and were too harsh. Sloppy tolerances on the KX made its forks

SHOOTOUT!



Far and away the best-cornering bike of the bunch, the CR outclasses all others in holding a tight line in the turns.



Everything on the RM is short and low. Jon Miller felt that smaller riders would be at home on it.



The YZ felt light in the air, but when landing, the forks were harsh.



The KX turned remarkably well, even though it was the tallest of the 125s.

worse with time. Using a heavier oil helped, but a certain harshness was the price to pay. Those YZ forks weren't bad, but responded poorly when landing from jumps or hitting square-edged holes. All things considered, the Honda forks are the best of a mediocre lot, and the bikes can get away with their action only because of the lightness of the machines themselves. The same forks on a 250 would be wretched.

REAR SUSPENSION

Here, the famed RM Full Floater gets the top billing, with the Kawasaki being slightly less able to handle the bigger hits. The YZ has a harsh rear end that isn't in the same ballpark with the other bikes, while the rear end of the Honda must be rated as "okay," and that's all.

ACCELERATION, BASIC DRAG RACE TO THE FIRST TURN

Acceleration is more than a matter of which bike has the most ponies. Hooking up under less than perfect conditions counts heavily. Here, the KX was the star. Invariably, the green KX would arrive at the first turn in front of the other bikes, with the RM usually in last place, rider error aside. The YZ was always surprisingly close to the KX and usually a full length ahead of the third-ranked Honda.

TURNING

The extremely nimble Honda was the favorite here. It could go inside, outside or flat-track through most any turn. Happier bouncing off a berm, the KX was rated second. Being a bit taller than the others made it easier for the riders to move around on

the KX, but the low-slung seat on the Honda lent a good solid feel when at the limit.

Our last-placed RM had a tendency to push the front end, and the rather high-placed engine lent a top-heavy feel when leaned over. In third, the YZ steered well. It must be noted that we didn't run the stock tires on any of the bikes. All of the 125s had fresh Metzeler tires in place of the stock rubber. This was necessary to get a fair evaluation of the true turning abilities.

STABILITY AT HIGH SPEEDS OVER ROUGH GROUND

Basically, this means hang on and let it all hang out. In the upper gears through the rough, the KX shined. In last place, the harsh rear end of the YZ made it a handful. While the rear end of the Suzuki was above reproach through the rough, the RM was very short and moved around a great deal. The rider simply could not relax. In second, the Honda had no real vices.

SHIFTING

An odd shift lever shape made the Honda harder to run through the gears than all the other bikes. Your toe tended to hit the curve of the lever rather than the folding tip. Odd. Other than a bit of trouble finding neutral, the Suzuki was a perfect shifter, with or without the clutch. We felt that the YZ was a bit notchy, but it was nothing you couldn't live with. The KX was decidedly average.

BRAKES

That big disc on the front of the KX spells it all out: The Kawasaki will come down from speed better than anything else,

and combined with a solid-feeling rear end, is nearly above reproach. In last place, the RM has a mushy rear brake and a below-average front with a truly dumb exposed cable. If the rear end of the YZ didn't chatter so much under braking it would have rated higher, as the front end is very good. Almost as good as the KX, the conventional brake of the Honda did a great job.

EASE OF RIDING

While this is a very subjective category and dependent to a great extent on rider size and shape, the Honda nonetheless got the nod from the testers as the easiest bike to ride at winning speeds. The RM was down-rated because it was hard to keep on the pipe and was rather cramped for larger riders. The KX and the YZ were tied, with larger riders preferring the KX.

DURABILITY

All things considered, the RM seemed to last longer and stay fresh over a greater period of time than the other bikes. Our test KX lost its edge quickly and was subject to air leaks. The Honda became tired sooner than we liked, while the YZ stayed decent, other than bothersome premature wear on the power valve setup.

COMFORT AND LAYOUT

This covers basic things like bars, seat/peg/bar relationship, saddle height, slimness at the tank/saddle juncture, control feel and action, and, most important, the way the rider "feels" on the machine.

The Honda shined here, with a basic good all-around feel. Most riders opted for lower bars, but liked the natural position-



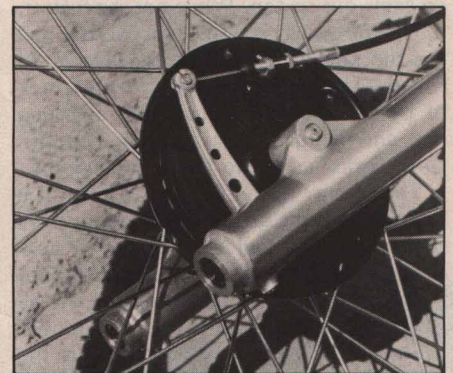
First-turn action would usually be a tossup between the YZ and the KX. In last, the RM is soft in the power department.



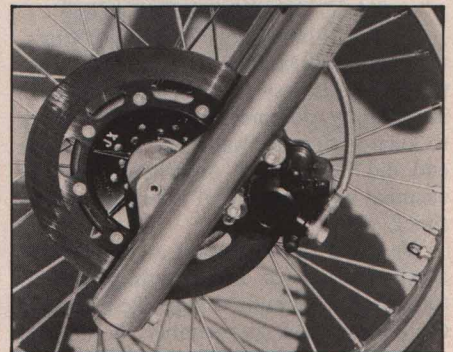
Too short forks that are harsh, plus a seriously stupid front brake cable gave bad marks to the RM.



The YZ forks performed well in every area except in their ability to take the crusher hits. Here, they were harsh.

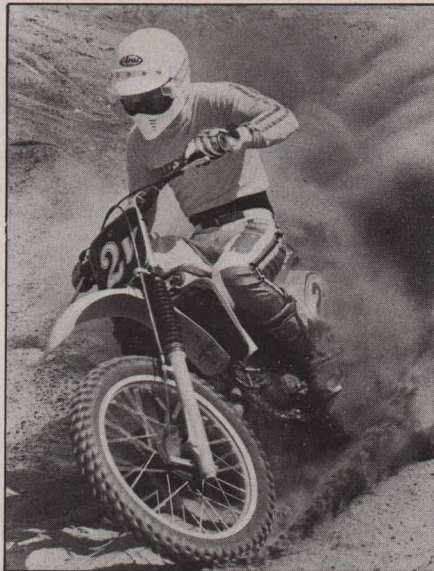


The single-leading shoe CR stopper is decent; the forks have adjustable compression damping.



No questions here, the KX front brake is far superior in feel and in its ability to haul the bike down from speed.

SHOOTOUT!



Out of all the bikes, the RM had the worst manners in the corners. The front end had a slight tendency to push.

ing and ability to move around easily on the bike. In last place, the smallish and very short Suzuki would appeal only to smaller riders, those under and around the five-foot range. Also, the bars gave a "sit-up-and-beg" position.

Tied for second here, the KX and the YZ felt very much at home to most of the test riders, with the taller riders preferring the KX and the shorter ones liking the YZ.

EFFECTIVENESS, STONE STOCK

In this all-important category, the Honda came out on top. While not the fastest, it nonetheless worked well as a package and was thoroughly competitive as delivered. In fourth place, the RM suffered from a lack of pure horsepower more than anything else, and the fuzzy steering, combined with so-so forks, added to the poor showing.

The snappy power of the KX rated it a high second; the green hornet might have come out on top had it not been for a very clear power loss as the engine got hot. Too, being taller, it's not quite as nimble on the genuinely tight "S" turns as the Honda.

Surprisingly, the YZ rated right with the KX for second, in spite of an uninspired suspension. Good power and accurate steering are big extras, though.

EASE OF MAINTENANCE

In spite of having *two* double air filters, we rated the RM at the top. By and large, the Suzuki is easy to work on and, more importantly, does not require a lot of work to keep it running well. The Floater rear end did not require anywhere near the cleaning and greasing of the other single-shock setups.

We rated the Kawasaki at the bottom mostly because of difficulty in getting to the shock for simple things like changing the preload and disassembly for normal maintenance. It's a nightmare! Even getting inside the carb is harder on the KX than the other bikes.



Taller riders will feel more at home on Kawa, as it's got that "big-bike" feel.



Turning the Yamaha proved to be no real task, as it carved through a turn reasonably well, in spite of the grungus front tire.

Working on the Honda wasn't too much of a chore, but, quite frankly, the Honda wore out an awful lot of parts far too soon and required more maintenance than the other bikes to stay fresh.

It was very easy to get to the shock for adjustments on the YZ, but the power valve was a nuisance. We rated the YZ third in this department.

ATTENTION TO DETAIL

No doubt about it, the Honda is a completely finished product. Little things like cable guides are small works of art. Even the plastic is better finished than on the other three bikes. An aluminum muffler, brake pedal and shift lever add to the care and detail.

The little things on the KX and RM leave a lot to be desired. The Suzuki has a plain, unfinished look about it, and items like the bogus front brake cable would look more at home on a fishing pole than on a motorcycle. A pathetically short throttle (how many more years, Suzuki?), flimsy cables and lawn-furniture appearance mar much of the bracketry.

Lack of attention to detail—externally—is not what hurts the KX. Poor seals and gaskets and pitiful nuts and bolts tie it with the RM for last place.

The YZ was put together quite well, with the exception of tank and saddle mounts, all of which tend to wander at their own discretion. A bit of sloppiness can be found in many of the chain guides, and a few of the nuts and bolts appear to be made from a low-grade Cheddar cheese.



On the average, the Honda had the best all-around track manners. Steve Schmitz aboard.

STARTING EASE

All of the bikes started consistently and easily, with no outstanding vices.

PARTS PRICES

Touchy subject, this. Yamaha is the leader here, with consistently conservative pricing across the board. Kawasaki trails the field, with some parts, such as brake lines, countershaft sprockets, etc., bordering on the outrageous.

Suzuki is fairly close to Yamaha on many parts prices, but things like homely plastic fenders and panels are way out of proportion. Honda isn't too bad and overall is about the same as Suzuki.

PARTS AVAILABILITY

No question about it, Kawasaki has a problem here. Try to get a braided front brake line, for example. Some dealers are good, but most of them, to our knowledge, are street oriented and have a marginal inventory. Rank the KX last in this department.

Yamaha is probably the easiest bike to find parts for, across the board, followed closely by Suzuki. Of course, early in any model year, they experience certain problem areas, but, by and large, are the best. Honda is better than Kawasaki in this respect, but not a great deal better. Horror stories about Honda's lack of basic items such as pistons, rings and gears are seen in the *DB* mail bag with regularity.

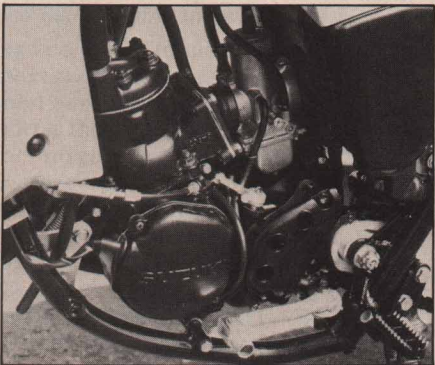
SUGGESTED RETAIL PRICE

This is the price you're supposed to pay, which, of course, no one does. Cut and dried here. The Honda sells for \$1738, both the KX and the RM go for \$1739, and the Yamaha is the most expensive at \$1769. One word of advice: The more popular bikes sell for closer to retail, while the less popular ones in any given model year can often be had for huge discounts, often making them worth considering in spite of any small imperfections in performance.

SHOOTOUT!



With a broad powerband, the Honda isn't the killer in the pony department but has enough punch for all but the fastest Experts.



Enginewise, the RM is improved over the '82 version. Still, it's slower than any of the other 125s.

SPECIAL FEATURES

Bonus points for the KX disc brake, excellent shock and space-age looks. Tie the Honda and the RM for adjustability, suspensionwise. The YZ holds down second for the power valve, accessible shock tuning and probably the best technical services department of all the Big Four.

ADDING IT ALL UP

A look at the numbers shows the Honda in first, the Kawasaki and the YZ tied for second, and the RM running in last place. Strangely, the Honda didn't win in either evaluation chart, but did win overall, which is a great deal like the bike itself. It does nothing unusually well, but it is enough of a balanced package to take the overall win.

Just in case you're curious about how our testers rated the bikes, numbers aside, here's how they went:

Zahrt: KX/CR tie, YZ third and RM last.

Schmitz: CR first, KX second, YZ third and RM last.

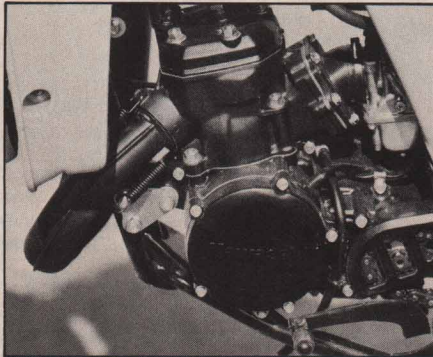
Baker: CR, YZ, KX and RM.

Miller: CR first, YZ second, KX third and RM last.

Well, if nothing else, the 1983 125 shoot-out spells out rather clearly what happens



The DB wrecking crew: Steve Schmitz (Hon), Jon Miller (RM), Kenny Zahrt (KX), Larry Baker (YZ).



Tops in the power department goes to the KX. Plain and simple, it has more steam everywhere.

when you try to milk one year too many out of an existing design, as with the RM. Even though it was substantially better than the 1982 bike, the other factories put on a full charge.

And the biggest charge of all was put on by Honda. It paid off with a class win.

Predictions for 1984? Suzuki won't sit



Close to the KX in power, the YZ pulls evenly and strongly throughout the power curve. Shifting is somewhat notchy.

still for having the thunder stolen from them and will come out with a totally new model. Kawasaki will refine its existing model and find even more startling horsepower. Yamaha will finally get a rear suspension that works and may have two power valves. And Honda won't make the same mistake Suzuki made. □

EVALUATION CHART #1

SCALE: 1.0 TO 10.0

	HONDA	KAWASAKI	SUZUKI	YAMAHA
HORSEPOWER	9.0	10.0	8.0	9.5
USABLE POWER	9.5	10.0	8.5	10.0
FORKS	10.0	8.5	8.5	9.0
REAR SUSPENSION	9.0	9.5	10.0	8.0
ACCELERATION	9.0	10.0	8.5	9.5
TURNING	10.0	9.5	8.5	9.0
STABILITY AT HIGH SPEEDS	9.5	10.0	9.0	8.5
SHIFTING	8.5	9.0	10.0	9.0
BRAKES	9.5	10.0	8.0	8.5
EASE OF RIDING	10.0	9.5	8.5	9.5
DURABILITY	8.0	8.0	10.0	9.0
COMFORT AND LAYOUT	10.0	9.5	8.5	9.5
EFFECTIVENESS, STOCK	10.0	9.5	8.5	9.0
TOTALS	122.0	123.0	114.5	118.0

EVALUATION CHART #2

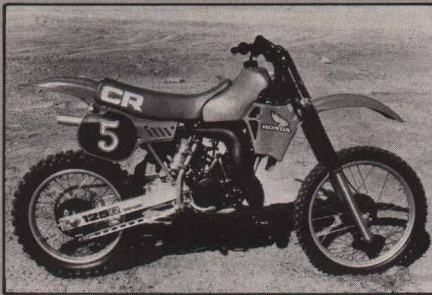
SCALE: 1.0 TO 5.0

	HONDA	KAWASAKI	SUZUKI	YAMAHA
EASE OF MAINTENANCE	4.5	3.5	5.0	4.0
ATTENTION TO DETAIL	5.0	3.5	3.5	4.5
STARTING EASE	5.0	5.0	5.0	5.0
PARTS PRICES	4.0	3.0	4.0	5.0
PARTS AVAILABILITY	3.5	2.5	4.5	5.0
SUGGESTED RETAIL PRICE	5.0	5.0	5.0	4.5
SPECIAL FEATURES	4.0	5.0	4.0	4.5
TOTALS	31.0	27.5	31.0	32.5

COMBINED CHARTS #1 AND #2

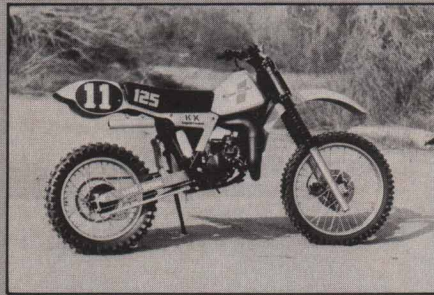
GRAND TOTAL	153.0	150.5	145.5	150.5
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SHOOTOUT!



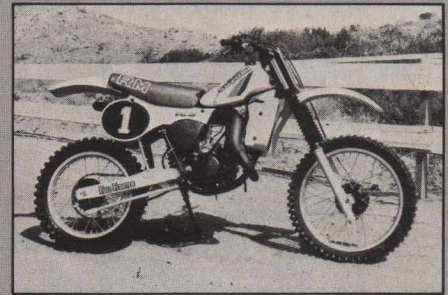
HONDA CR125R

Engine type	Liquid-cooled, 2-stroke
Bore and stroke	55.5mm x 50.7mm
Displacement	122cc
Carburetion	34mm Keihin
Factory recommended jetting:	
Main jet	145
Needle jet	N/A
Jet needle	28Q
Pilot jet	68
Slide number	3.5
Recommended gasoline	Premium, 92+ octane
Fuel tank capacity	6.5 L (1.7 gals.)
Fuel tank material	Plastic
Lubrication	Pre-mix
Recommended oil	Honda oil at 20:1
Oil capacity, trans.	0.6 L (0.63 qts.)
Air filtration	Foam type
Clutch type	Wet, multi-disc
Transmission	6-speed
Gearbox ratios:	
1	2.416:1
2	2.000:1
3	1.555:1
4	1.300:1
5	1.136:1
6	1.000:1
Gearing, front/rear	13/51
Ignition	CDI
Primary kick system?	Yes
Recommended spark plug	NGK BR9EG/ Champion QN-84/ND W27 ESR-V
Silencer/spark arrester/quality	Yes/no/decent
Exhaust system	Up-pipe, right side
Frame, type	Semi-double cradle, removable rear section
Wheelbase	1435mm (56.5 in.)
Ground clearance	345mm (13.6 in.)
Seat height	930mm (36.6 in.)
Steering head angle (rake)	27° 10 min.
Trail	105mm (4.1 in.)
Weight, dry, w/oil in forks and trans., water in radiators	192.5 lbs.
Rim material	Aluminum alloy
Tire size and type:	
Front	90/80-21 Bridgestone M33
Rear	130/80-18 Bridgestone M32
Suspension, type and travel:	
Front	KYB, adj. comp. damping, 290mm (11.4 in.)
Rear	Pro-Link single shock, 310mm (12.2 in.)
Intended use	Motocross racing
Country of origin	Japan
Retail price, approx.	\$1738
Distributor:	
American Honda Motor Corp. 100 W. Alondra Blvd. Gardena, CA 90247	
Parts prices, high-wear items:	
Piston assembly, complete	\$40.26
Rings only	10.49
Cylinder	157.70
Shift lever	28.16
Brake pedal	40.42
Front sprocket	10.72



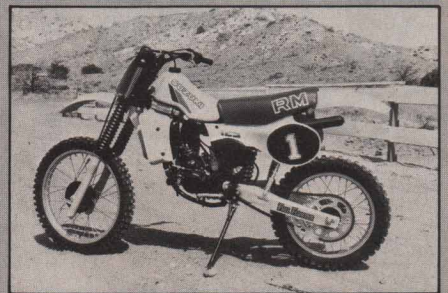
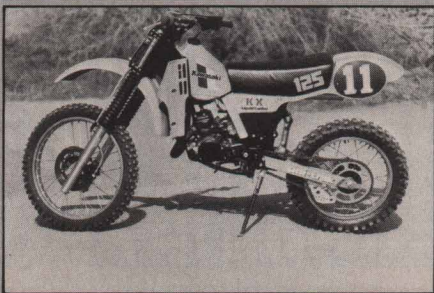
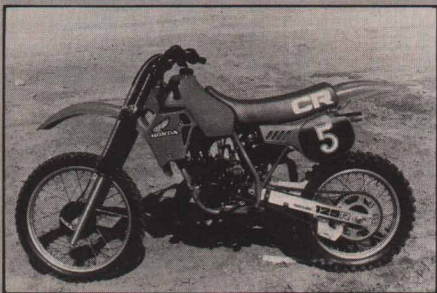
KAWASAKI KX125B2

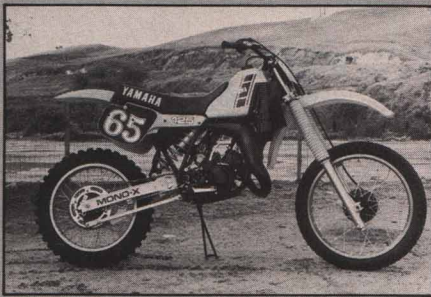
Engine type	Liquid-cooled, 2-stroke, reed valve, single
Bore and stroke	56.0mm x 50.6mm
Displacement	124cc
Carburetion	34mm Mikuni
Factory recommended jetting:	
Main jet	152.5
Needle jet	R-2
Jet needle	5DH92-3
Pilot jet	35
Slide number	3.0
Recommended gasoline	Premium
Fuel tank capacity	7.6 L (2.0 gals.)
Fuel tank material	Plastic
Lubrication	Pre-mix
Recommended oil	Quality 2-stroke oil
Oil capacity, trans.	550cc (.58 qt.)
Air filtration	Oiled foam
Clutch type	Wet, multi-plate
Transmission	6-speed
Gearbox ratios:	
1	2.30:1
2	1.75:1
3	1.40:1
4	1.18:1
5	1.04:1
6	0.95:1
Gearing, front/rear	12/50
Ignition	CDI
Primary kick system?	Yes
Recommended spark plug	NGK B10EV
Silencer/spark arrester/quality	Yes/no/ good mounting system
Exhaust system	Up-pipe, right side
Frame type	Single downtube
Wheelbase	1440mm (56.6 in.)
Ground clearance	360mm (14.4 in.)
Seat height	944.8mm (37.2 in.)
Steering head angle (rake)	28°
Trail	121mm (4.7 in.)
Weight, wet, no gas	195.1 lbs.
Rim material	Aluminum alloy
Tire size and type:	
Front	3.00 x 21 Dunlop K490
Rear	4.00 x 18 Dunlop K490
Suspension, type and travel:	
Front	Oil/spring forks, variable comp. damping, 300mm (11.8 in.)
Rear	Uni-Trak, 4-way reb. damping
Intended use	Motocross
Country of origin	Japan
Retail price, approx.	\$1739
Distributor:	
Kawasaki Motor Corp. 2009 E. Edinger Ave. Santa Ana, CA 92705	
Parts prices, high-wear items:	
Piston assembly, complete	\$41.42
Rings only	11.36
Cylinders	180.13
Shift lever	13.00
Brake pedal	23.68
Front sprocket	11.78



SUZUKI RM125

Engine type	Liquid-cooled, 2-stroke, reed valve, single
Bore and stroke	54.0mm x 54.0mm
Displacement	123cc
Carburetion	32mm Mikuni
Factory recommended jetting:	
Main jet	270
Needle jet	Q-6
Jet needle	6FP35-3
Pilot jet	30
Slide number	2.0
Recommended gasoline	Premium, 92+ octane
Fuel tank capacity	6.5 L (1.7 gals.)
Fuel tank material	Plastic
Lubrication	Pre-mix at 20:1
Recommended oil	Suzuki CCI
Oil capacity	N/A
Air filtration	Dual foam, 2 filters, oiled
Clutch type	Wet, multi-plate
Transmission	6-speed
Gearbox ratios:	
1	31:15
2	29:17
3	24:17
4	25:21
5	23:22
6	22:23
Gearing front/rear	12/51
Ignition	Suzuki PEI
Primary kick system?	Yes
Recommended spark plug	NGK B9EGV
Silencer/spark arrester/ quality	Silencer only, average
Exhaust system	High-pipe, right side
Frame, type	Single downtube, split cradle
Wheelbase	1451mm (57.1 in.)
Ground clearance	345mm (13.6 in.)
Seat height	935mm (36.8 in.)
Steering head angle (rake)	29.5°
Trail	121mm (4.76 in.)
Weight, dry	191 lbs. (87 kg)
Rim material	Aluminum alloy
Tire size and type:	
Front	3.00 x 21 Bridgestone 4-ply
Rear	4.10 x 18 Bridgestone 4-ply
Suspension, type and travel:	
Front	Telescopic, air/oil, 285mm (11.2 in.) adj. comp. damping
Rear	Full Floater, 317mm (12.5 in.) adj. comp./reb. damping
Intended use	Motocross racing
Country of origin	Japan
Retail price, approx.	\$1739
Distributor:	
U.S. Suzuki Motor Corp. 3251 E. Imperial Hwy. Brea, CA 92621	
Parts prices, high-wear items:	
Piston assembly, complete	\$40.16
Rings only	15.05
Cylinder	117.18
Shift lever	16.80
Brake pedal	21.48
Front sprocket	10.04





YAMAHA YZ125K

Engine type Liquid-cooled, 2-stroke, reed valve
 Bore and stroke 56.0mm x 50.0mm
 Displacement 123cc
 Carburetion 34mm Mikuni

Factory recommended jetting:

Main jet 280
 Needle jet Q-0
 Jet needle 6F21-3
 Pilot jet 60
 Slide number 2.5
 Recommended gasoline Premium
 Fuel tank capacity 7.0 L (1.8 gals.)
 Fuel tank material Plastic
 Lubrication Pre-mix
 Recommended oil Yamalube at 24:1
 Oil capacity, trans. 0.85 L (.89 qt.)
 Air filtration Oiled foam
 Clutch type Wet, multi-plate
 Transmission 6-speed

Gearbox ratios:

1 2.461:1
 2 1.857:1
 3 1.500:1
 4 1.250:1
 5 1.105:1
 6 1.000:1

Gearing, front/rear 12/48

Ignition CDI

Primary kick system? Yes

Recommended spark plug ND W29ES-GV

Silencer/spark arrester/quality Yes/no/average

Exhaust system Up-pipe, right side

Frame, type Double cradle

Wheelbase 1450mm (57.08 in.)

Ground clearance 350mm (13.7 in.)

Seat height 940mm (37.0 in.)

Steering head angle (rake) 28° 10 min.

Trail 121mm (4.76 in.)

Wet weight, no fuel 193 lbs.

Rim material Aluminum alloy

Tire size and type:

Front 3.00 x 21 Bridgestone M33

Rear 4.25 x 18 Bridgestone M32

Suspension, type and travel:

Front 38mm Kayaba air/spring forks,
 300mm (11.8 in.)

Rear Yamaha Mono-X, adj. reb. and
 comp. damping, 310mm (12.2 in.)

Intended use Motocross

Country of origin Japan

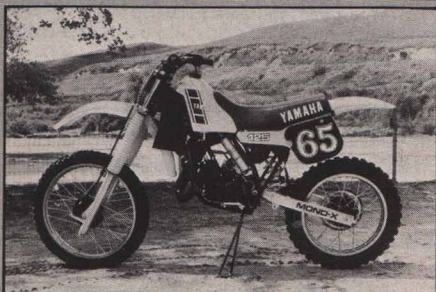
Retail price, approx. \$1769

Distributor:

Yamaha Motor Corp.
 6555 Katella Ave.
 Cypress, CA 90630

Parts prices, high-wear items:

Piston assembly, complete \$42.30
 Rings only 5.70
 Cylinder 110.50
 Shift lever 20.60
 Brake pedal 14.50
 Front sprocket 6.80



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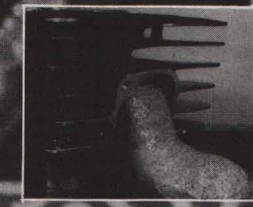
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