

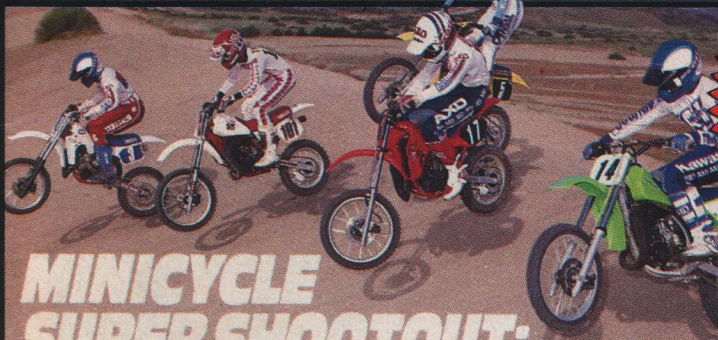
**RADICAL DIRT BIKE FREESTYLE SHOOTOUT:
THE 20 WILDEST PHOTOS EVER PUBLISHED!**

FIRST TEST! KAWASAKI'S '87 MOJAVE 250!

DIRT BIKE

WPS
34355

\$2.00
UK £1.60



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?!**



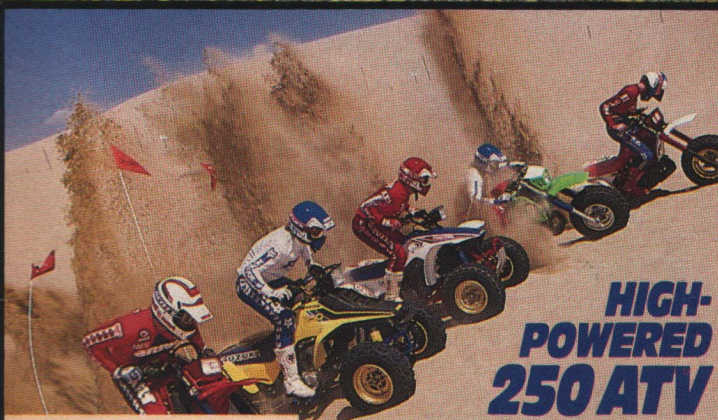
**FIRST
LOOK:
'87 HONDAS &
LIQUID-COOLED
HUSQVARNA
4-STROKE!**



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!**



**HIGH-
POWERED
250 ATV**

**SHOOTOUT:
ATC250R vs. TRI-Z250 vs.
4-TRAX 250 vs. KXT250
vs. QUADRACER!!**

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





By the DIRT BIKE Staff

If you've spent any time in front of a TV set during the past few months, you've probably viewed one of the commercials spotlighting Honda's new Reflex dual-purpose machine. When we first saw the bike, we weren't quite sure what to make of it. After all, an on/off-road machine based on a trials mount is, if nothing else, a radical departure from traditional dual-purpose thinking. What exactly did Honda have in mind when they built this machine? Were they trying to revive interest in the trials market, or were they simply trying to empty their warehouses of the old TRL200 off-road-only mounts?

WHAT ARE THEY TRYING TO DO HERE?

Actually, Honda's intent was to offer a new kind of dual-purpose bike, one that would differ from the traditional formula of 70-percent street use versus 30-percent dirt. The Reflex is a dirt bike first—one that just happens to come with street-legal gear. This design opens up a whole world of possibilities for the rider who's more interested in exploring the backwoods than cruising to the local hamburger joint. It's also designed and built to keep the purchase price down and operating costs to a minimum, using an existing machine (the TLR200) and a proven engine design as a base.

There are a couple of things at work here that are beneficial to *any* rider interested in the welfare of off-road motorcycling. The Reflex's low cost and ease of operation will hopefully attract a number of new riders who wouldn't normally consider buying a bike—street or dirt. Once these new riders get aboard and spend a few hours on the machine, they're naturally going to become interested in spinning down a fire road or country trail. After all, the machine's dirt heritage arouses some curiosity. Why not find out what this dirt-riding stuff is all

about? Hopefully, more than a few of these casual trail riders will eventually be interested enough to work themselves into the ranks of hard-core off-riders. We think this is great.

WHAT'S IT ALL ABOUT?

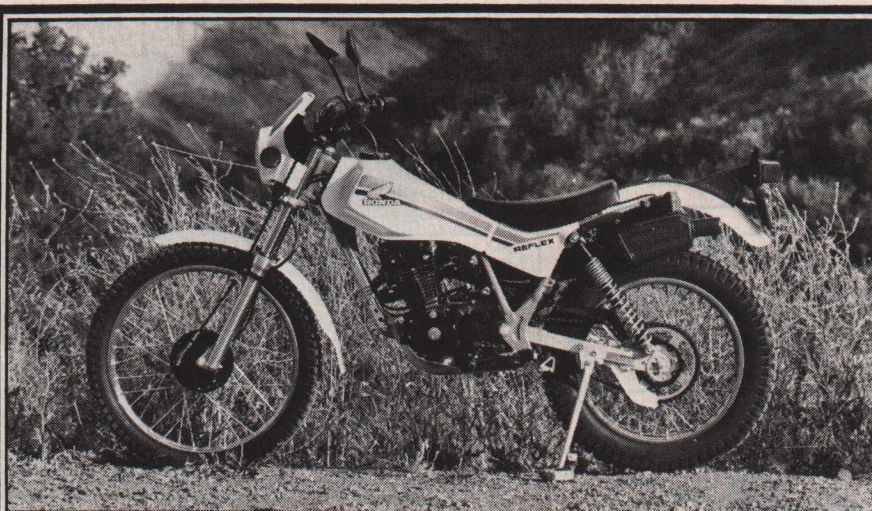
The bike itself isn't anything revolutionary. It's a close cousin to Honda's light-

◀For optimum slow-speed performance, it's best to gear the Reflex down. We recommend switching to an 11-tooth countershaft sprocket. Standard gearing allows the six-speeder to travel at about 50 mph tops.

weight production trailer. It uses the same 200cc four-stroke powerplant that has found its way into a large number of street and trail applications within the past decade. The engine cranks out enough power to push the little bike along at about 50 mph with stock gearing (which is not very fast), but it will get you where you want to go. Once the bike slips off the blacktop, things start to get interesting.

Although we weren't tempted to try any double jumps, we were able to climb and crawl our way through sections that would give a canyon cat nervous spasms. If you're like most riders, finding challenging sections becomes an obsession.

Acrobatic maneuvers are a lot easier on the Reflex than on any other regular dual-purpose bike. The 200 is credit-card thin and light enough to carry under one arm. The motor is just as good. Though the overall power output won't rip roosts, it's perfect for easing your way across a slick rock face or motoring quietly along a backwoods trail. One note: If you plan on doing a lot of off-road riding with the Reflex, you'll want to drop a tooth on the countershaft and pos-



1986 HONDA TLR200 REFLEX

Engine type	Single-cylinder, air-cooled, SOHC 4-stroke	Wheelbase	1313mm (51.7 in.)
Displacement	195cc	Ground clearance	300mm (11.8 in.)
Bore and stroke	65.5mmx57.8mm	Seat height	787mm (31 in.)
Carburetion	22mm Keihin	Rake/trail	25.5°/86mm
Fuel tank capacity	6.5 L (1.7 gals.)	Wet weight, no fuel	202 lbs.
Lubrication	Wet sump	Tire size and type:	
Gearbox ratios:		Front	2.75-21 Semi-Knobby Dunlop
1	3.333:1	Rear	4.00-18 Semi-Knobby Dunlop
2	2.769:1	Suspension, type and travel:	
3	2.062:1	Front	Leading-axis Showa telescopic, 160mm (6.3 in.)
4	1.130:1	Rear	Twin hydraulic shocks, 150mm (5.9 in.)
5	0.923:1	Intended use	Street/trail
6	0.785:1	Country of origin	Japan
Gearing, front/rear	13/44	Suggested retail price	\$1498
Ignition	CDI	Distributor/Manufacturer:	
Recommended spark plug	NGK DR8ES or ND X24ESR-U	American Honda Motor Corp.	
Silencer/spark arrester	Yes/yes	100 W. Alondra Blvd.	
		Gardena, CA 92647	

THE 70-PERCENT SOLUTION

The ultimate dual-purpose bike?

sibly switch to a better set of "real" trials tires for those slippery rock climbs.

One area of concern is the Reflex's handlebar/footpeg relationship and seat design. This is only logical for those not especially familiar with trials-type machinery. The footpegs are placed high and to the rear, the seat is slim (with a minimum of padding), and the bars are flat and narrow. Is this a problem? Well, yes and no. Let's put it this way: The reason the Reflex is such a blast to ride is because you can get it to do so much more than other dual-purpose bikes, due to its unique off-road design slant. The gray zone starts when you have to cover some serious distance on the pave-

Playing on the Reflex is a good way for new riders to learn the basics of balance and control, while the bike's unusual geometry allows more-experienced riders to perform impressive gymnastics in the tight stuff.

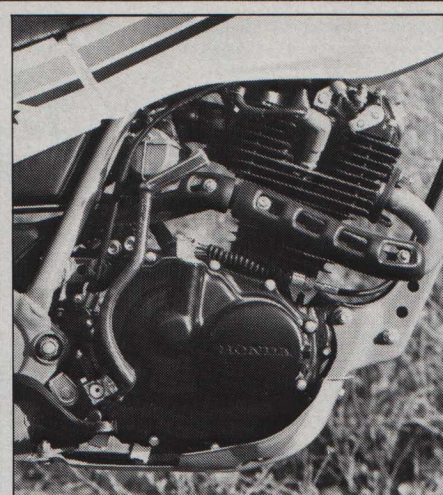
ment. The pegs and seat are obviously not designed for touring, so you shouldn't plan on any week-long road trips. As for shorter jaunts (to riding areas or to and from school), there's really no problem.

IN CLOSING...

We like the Reflex concept as much as we like the bike. The machine is a good choice for both new *and* experienced riders who want some good, dirty fun on a paperboy's income. The possibility that it will attract a few more riders to the realm of off-roading is enough to justify the bike's existence. What more could you ask for? □



It's been a while since we've tested anything with two shocks. The rear wheel's 5.9 inches of movement is adequate for casual trail-riding and off-road boulder plonking. Footpegs are high and to the rear of the traditional placement. The small saddle gets uncomfortable on long trips, but is okay for short jaunts.



Reliability and economy are two key Reflex traits. The 195cc four-stroke powerplant sips petrol, and its time-proven design is virtually bulletproof. Kick starting is made easy by an automatic compression release.