

**WILD 3-WHEELERS CHALLENGE DIRT BIKERS:  
MORE THAN A SHOOTOUT... IT'S ALL-OUT WAR!!**

DIRT BIKE

# DIRT BIKE

WPS  
34355

JULY 1984

**TESTING...TESTING  
...7...8...9 BIKES:**

- KTM 125MXC
- SUZUKI RM500,  
PE175, DR100/125
- HONDA XR500,XL250
- YAMAHA IT490
- HUSKY 500CR

\$2.00  
UK £1.25

**"THOSE  
3-WHEELERS  
ARE BRAVER  
THAN I AM!"**  
—BOB HANNAH



**100-MPH MXer?  
HUSKY SEZ YES!**

**YAMAHA IT490:  
HUSKY & KTM  
SING THE BLUES!**



**HOW TO CONQUER  
DOUBLE JUMPS:  
STEP-BY-STEP  
PHOTOS!**

**RACE-PROVEN  
SUZUKI &  
YAMAHA  
HOP-UPS!**

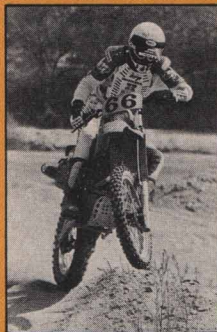


ISSN 0364-1546

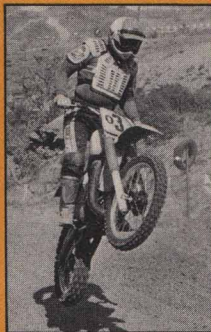
70989 34355

# DIRT BIKE

JULY 1984 • VOLUME 14, NO. 7



XR500



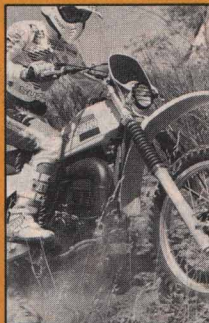
RM500



KTM 125C



IT490



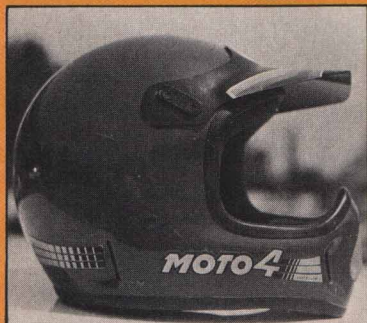
PE175



XR250



DR100/125



COOL HELMETS



2 vs. 3

**ON THE COVER:**—Jim Holley and Ron Haase duke it out in the battle of wheels; Mike Webb carves a water berm on the IT490; and Jon Miller throws sand with the Husky CR500. Photos by Tom Webb and Paul Clipper; color separation by Valley Film.

**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.

## TESTS

- 20** SUZUKI PE175E  
Lone holdout in the land of 200s
- 24** HUSQVARNA CR500  
Digging up the landscape
- 35** HONDA XL250R  
Big Red's sweetest dual-purpose machine
- 36** YAMAHA IT490L  
The European's Eastern competition
- 46** SUZUKI DR100 AND DR125  
A great hit in the pits
- 56** KTM 125MXC  
It's a lightweight screamer and a whole lot of fun
- 62** SUZUKI RM500E  
Torquing around on Big Yellow

## FEATURES

- 30** GARY BAILEY ON DOUBLE JUMPS  
Conquering the fear of flying
- 40** ATVs vs. BIKES  
What's yer pleasure, two wheels or more?
- 49** THE IMS XR500 SPECIAL  
Low-bucks approach to a competitive racer
- 51** AIR-CONDITIONED HEADGEAR  
Why do these new helmets have holes in them?

## TECHNICAL

- 33** FMF FACTORY KIT  
A little more boost for the RM125
- 60** YAMAHA WRENCH REPORT  
Hop-ups for the YZ490, 250, 125 and 80
- 64** RM250 PIPE TRICKS  
Stop the rattling forever
- 66** CLEANING YOUR BIKE  
A humorous use for an old broom

## DEPARTMENTS

- 9** FROM THE SADDLE  
The adventures of Marvin and Ed
- 11** LAST OVER  
Ready to ride
- 12** BITS AND PIECES  
News from around the globe
- 14** MISTER KNOW-IT-ALL  
Hang your head in shame
- 16** RIDERS WRITE  
Surveying the damage
- 18** NEW PRODUCTS  
Damaging the wallet
- 74** CRASH & BURN  
We warned you about it

**DIRT BIKE** Magazine, ISSN 0364-1546 (July '84) 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 © 1984 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.

*Could a bigger piston be waiting in the wings?*

**P**ity the poor PE; in a country populated by 200cc enduro bikes, it must survive on 25cc less muscle than the rest of the class. A certain amount of disappointment is excusable—it would have been nice to be able to buy a PE200 with that wonderful Full Floater suspension in a lightweight package, but this year it was not to be.

All is not lost, however. Even though the PE is down on displacement, and honestly, down on power when compared with the competition, it is still a very likable machine. Very few changes have occurred for 1984, but the Floater suspension still works well, and if you don't need to keep the wolves off your tail every Sunday, it still has enough horsepower to get the job done.

#### RIGHT-HAND EVALUATION

A good, strong mid-range is the PE's forte. The bike has a respectable amount of low-end grunt, but compared with, say, the Yamaha IT200, it could be torquier. Still, it's not bad—you're not going to be slipping the clutch all day, and the mid-range is so broad you never really have to worry about it. Top-end power is quite good, and when you really have to stretch out the gears over a long set of bumps, the PE will rise to the task.

The gearing is spot-on for the powerband, and aside from slightly notchy shifting, we had no complaints. Top gear should be good for nearly 70 mph, and we managed to squeeze better than 60 miles out of a tank of fuel.

#### STILL FLOATING

Once again, we have to praise the PE's Floater suspension. This is a good system: very comfortable, very responsive. The PE is set up slightly soft for racing, but what bike isn't these days? Lighter riders can get away with increasing the preload, but those approaching 200 pounds should either consider a heavier spring or a bigger bike.

The front end is definitely squishy if you ride the bike hard. We would suggest raising the oil level to six inches for the the best action. Damping action is good, with ten-weight oil, and no air pressure necessary.

Tight turning is a breeze on the PE; as a matter of fact, on some surfaces it will turn too tight and tuck the front end under. The cure is to raise the oil level in the forks and allow the front end to work in harmony with the superior rear. Once set up, the 175 is great fun to buzz through the trees with, and you don't even have to worry when the rough stuff comes up—the PE will take it in stride.

#### BITS AND PIECES

A blue frame is the most striking change

# THE LAST OF THE 175s



*The PE is a good jumper, but you can really feel the 229 pounds during flight. Suzuki will have to put it on a diet to make it competitive with the IT and the KDX.*



## SUZUKI PE175

for '84, and really, the change in color is not much of a help. Suzuki will have a lot of catching up to do next year. Will we see a 200cc water-cooled PE? We hope so...

While it plays the catch-up game, it'll have to shed some weight as well. Consider this: Our tested weight of the PE—229 pounds—makes it 18 pounds heavier than the IT200. Plenty of room for improvement there.

Every PE we've tested so far has been very good at shedding nuts and bolts, and this one is no different. A day spent with a tube of Loctite when the 175 is new would be just about the best favor you could do for your bike.

The PE is pretty easy to move around on, but it still has a feeling of wideness in the middle, and it suffers from a square-edged seat that was annoying to some of our testers.

Don't expect startling results from your suspension tuning until you change to a good set of tires. The stock IRCs are okay



### SUZUKI PE175

Engine type	..... 2-stroke
Bore and stroke	..... 62mm x 57mm
Displacement	..... 172cc
Carburetion	..... 34mm Mikuni
Factory jetting:	
Main jet	..... 250
Needle jet	..... R-3
Jet needle	..... 6DP17-4
Pilot jet	..... 25
Slide number	..... 2.0
Fuel tank capacity	..... 10.6 L (2.8 gals.)
Lubrication	..... Pre-mix
Gearbox ratios:	
1	..... 3.00:1
2	..... 2.14:1
3	..... 1.64:1
4	..... 1.30:1
5	..... 1.04:1
6	..... 0.87:1
Gearing, front/rear	..... 12/48
Ignition	..... CDI
Recommended spark plug	..... NGK B10EGV
Silencer/spark arrester	..... Yes/yes
Wheelbase	..... 1450mm (57.1 in.)
Ground clearance	..... 305mm (12.0 in.)
Seat height	..... 910mm (36.6 in.)
Rake/trail	..... 28°/113mm

Wet weight, no fuel ..... 229 lbs.

#### Tire size and type:

Front ..... 3.00 x 21 IRC  
Rear ..... 4.10 x 18 IRC

#### Suspension, type and travel:

Front ..... Kayaba forks, 270mm (10.6 in.)  
Rear ..... Full Floater, 270mm (10.6 in.)

Intended use ..... Trail/enduro

Country of origin ..... Japan

Retail price, approx. .... \$1669

#### Distributor:

U.S. Suzuki Motor Corp.  
3251 E. Imperial Hwy.  
Brea, CA 92621

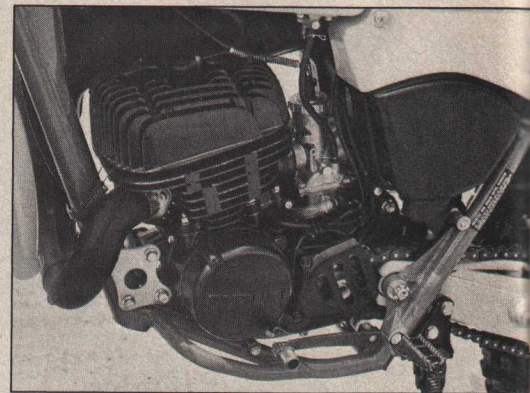
#### Overall rating of bike, keeping intended use in mind:

Handling ..... Good  
Front suspension ..... Good  
Rear suspension ..... Very good  
Power ..... Good  
Cost ..... Good  
Attention to detail ..... Average  
Effectiveness, stone stock ..... Good

This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines is a meaningless exercise in futility.



Stock forks are rather soft. Raise the oil level and they work much better. The Floater rear end is superb, but the preload will need adjusting for heavyweight riders.



The PE engine still delivers mid-range, but it just doesn't have the torque of the new 200cc enduro bikes.

in many types of terrain, but they don't really complement the bike the way a set of Dunlops or Metzlers will.

#### FINDING A NICHE

Even though it hasn't really changed since '82, the PE is still a good trail bike and a fine choice for a less-than-demanding enduro rider. As we said earlier, if the bike's main job will be keeping the rest of the A 200 class off your rear fender, you'll need the extra 25cc of the Kawasaki or Yamaha. But for recreational riding and the occasional enduro, the PE will do just fine. □