

YZ250L: SIZZLING SUPER STOCKER!

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FEBRUARY 1984
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**KAWASAKI KX80:
FASTER THAN
A 125?!!**

**NATIONAL ENDURO
CHASE: "SNAKE"
RATTLES & ROLLS**

**HONDA
CR500R:
IT SCARES
MAGOO!**

MIKE BELL

**HONDA
XR250R:
MORE TORQUE,
LESS PORQUE!**

**BAILEY'S HOT TIPS:
"BURN THAT CLUTCH!"**



ISSN0064-1546

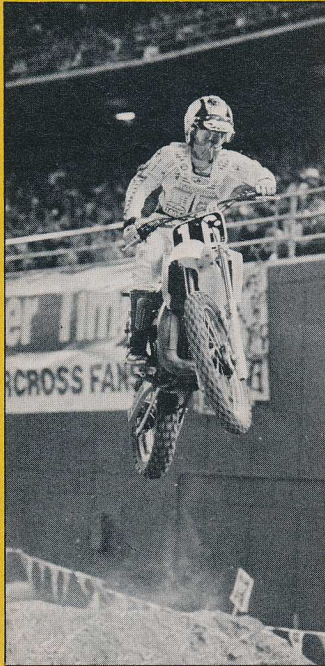
DIRT BIKE

FEBRUARY 1984

VOLUME 14, NO. 2



KAWASAKI KX250



SAN DIEGO SUPERCROSS HONDA CR500



KAWASAKI KX80

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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.

ON THE COVER:—"Too Tall" Mike Bell styles for the ever-alert DB cameras. Aboard the YZ250, Mike gets aggressive on the production/works Yamaha. Photo captured by Paul Clipper. Inset photo of Clipper getting muddy on the XR250R by R. Sieman, who, incidentally, didn't shoot last month's cover, as previously credited. Stating that "A cover credit is the only thing I live for!" Clipper wants you to know that the January YZ shot was actually his. Valley Film gets the credit for transposing the dots into a real picture.

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1984 KAWASAKI
KX80E MINICROSSER

REV IT PAST THE LIMIT

22 hp at 12,000 rpm equals fire!

Kawasaki is sitting in the driver's seat. Their '83 KX80 was a poised, accurate, full-blown missile. At any weekend race you would see an onslaught of green, followed by a tiny flickering of yellow and red. They could have left the KX alone and still punctured the hearts of the enemy with dazzling motor warfare. We say "could have." Instead, Team Green injected their KX with a shot of raw adrenalin that is sure to have the competition checking in to the local porting hospital.

This water-cooled jet breathes fires from every pore in its little body. Lookwise, little appears changed. In fact, the entire engine got surgery.

ATTACK AND DESTROY

First off, several new holes have been added to the cylinder; a window carved in the piston just below the rings aids in scavenging, and a third window port and revised porting flow more fire through the mini bomb.

The carburetor is an oval venturi Mikuni that now has a Kawasaki exclusive Flat R bottom slide. This helps in providing a no-lag response. All-new cases are more rigid at the mating surfaces to prevent untimely air leaks.

A new ignition curve takes the pop out of the engine when the KX is overrevved. Most mini racers have a tendency to take the screamers past the rev limit. Last year, they would sound off by popping. The carb has been moved closer to the cylinder, and



Plumbing is sano. The midget kickstarter brings fire in a snap. Servicing the airbox and filter is a nightmare. Some rethinking is necessary here.



Once the disc wears in, the action is intense. We actually caught the bottom of the forks in some ruts. They hang down too far.



the reed assembly now houses two big reeds rather than four smaller ones.

Because the KX puts out so much juice, the lack of low end isn't bothersome. You can actually exit a turn a gear too high, finger the clutch once, and it screams back into the usable portion of the powerband. We would say this machine could give several 125s a good run for the money. Even with a 200-pound editor aboard, the KX accelerates like a frenzied crazy. It scared the man senseless, as the front end clawed toward the moon every time the bike was shifted. With a 100-pounder aboard, the power-to-weight ratio must be in the nitro-burning dragster range. Awesome is putting it mildly.

CHASSIS TUNES

A better finish on the forks is said to eliminate some stiction. The fork legs hang very low and actually snagged in several deep-rutted corners. Slower riders favored their action, but experts will demand an increase in oil level, as they are too soft, stock.

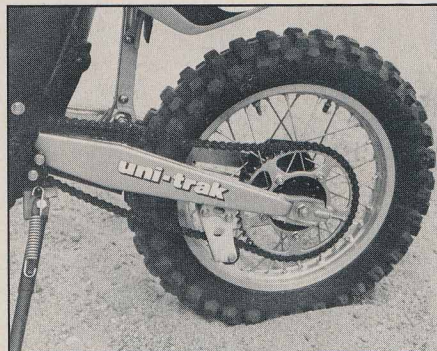
1983 KAWASAKI KX80E

Engine type	Liquid-cooled, 2-stroke	Ground clearance	310mm (12.20 in.)
Bore and stroke	48.0mm x 45.8mm	Weight, dry	136 lbs.
Displacement	82cc	Tires:	
Horsepower (claimed)	22	Front	Dunlop 790—2.75 x 17
Carburetion	VM29SS Mikuni	Rear	Dunlop 790—4.10 x 14
Ignition	CDI	Intended use	Motocross
Transmission	6-speed	Approx. retail price	\$999
Fuel tank capacity	4.7 L (1.2 gals.)	Country of origin	Japan
Suspension:		Distributor:	
Front	255mm (10.4 in.) leading-axle	Kawasaki Motor Corp.	
Rear	255mm (10.4 in.) Uni-Trak, single-shock	2009 E. Edinger	
Wheelbase	1224mm (48.19 in.)	Santa Ana, CA 92705	

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KX80E MINICROSSER



With nearly 11 inches of travel, the KX80 rear suspension really softens up the terrain. Linkage is very easy to service this year.

With revised damping on the Uni-Trak, not much bad can be said. With just under 11 inches of travel, this mini is a skyscraper. Bumps do not bother this 136-pound machine.

There's a fancy disc brake this year. The hub is directly off the KX125 and has straight-pull spokes. The caliper and disc have been shrunk down to fit the lighter demands of the KX. Still, the brake sends shivers down the spines of the pint-sized racers. Once it's burnt in, a healthy dose of brake will bring the rear end straight up in the air.

Most of our riders complained that the bars are too high. They look like they came off a Hodaka. Grips are soft and deluxe, but are glued on at the factory. The blue safety saddle rises a little too much where it meets the tank. Shorter riders will have grief getting forward on the bike.

TIDBITS

An aluminum torque arm looks factory. The tapered steel swingarm has anemic chain adjusters.

A super-small kickstarter is nestled up high on the right side. Very little boost is needed to get fire.

With a better-sealing airbox, the amount of crud getting inside the engine has been reduced.

There's a folding shifter that complements the light action of the transmission.

For some reason, the muffler is welded to the pipe. To put an accessory unit on, you'll have to cut the stocker off.

Dunlop 790s do a decent job of keeping the bike on line. We put a pair of Metzeler Minis on with good results. They work better.

THE WAR IS ON

Topping the KX is a tough act. It does everything well and *nearly* everything perfect. One drawback is the size of the mini. It's meant for larger, faster riders. With a 22-horsepower, 12,000-rpm engine and 10.5 inches of travel, you're sure to see the green crunch continue in the mini ranks. The bike is a winner. □

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