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YAMAHA IT175: PE & KDX MOVE OVER?

DIRT BIKE

JULY 1982 • \$1.75 UK90P

**HOW TO
WIN AT
SUPER
CROSS:
PRACTICE
WITH THE PROS**



**FREE
HONDA
CR250R
DETAILS
INSIDE**



**BARNETT
BOMBS
ASTRO
DOME:
2000 CROSSERS
INVADE HOUSTON**

**KTM 495:
UNREAL!!!**

ISSN0364-1546



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MIKE
BELL

**ANDRE MALHERBE:
SECRETS OF A WORLD CHAMP**

**YZ80J HOP-UP:
MORE MUSCLE FOR THE MISSILE**

DIRT BIKE



HOUSTON SUPERCROSS



DB RIDES SPEEDWAY



WORLD CHAMPION



YAMAHA IT175

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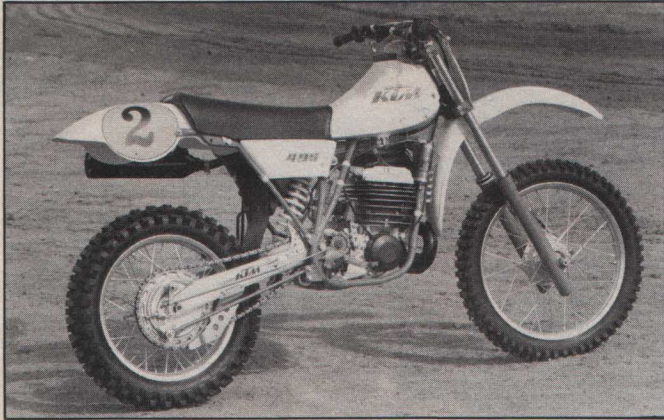
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ON THE COVER: Mike Bell, Donnie Hansen, and Mark Barnett hard at work at the Seattle and Pontiac Supercross events. Photos by Dick Miller and Paul Clipper; layout by Dennis West; color separation by Valley Film; ink by DuPont.

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MISSILE COMMAND

One giant leap for . . .

The Staff of DB

BEWARE! The fear factor caused by this machine can be harmful to one's health.

No, this isn't a warning label found on the new KTM 495, but it should be. We don't say this too often either. KTM has created a new division — the Warp Class.

By simply tossing an unknowing leg over the seat and starting down a smooth straight, the KTM has the ability to induce a state of raw panic in the rider. Last year's 124-mph wonder actually feels

tame compared to the new reed-valved beast. Besides the addition of the reed assembly, the engine specs appear unchanged. Whatever the case, it feels like it has about four horses on the '81. Any rider who needs more juice from the 495 belongs in a white jacket and should be locked in a small bird cage — padded, of course.

THERE'S MORE THAN JUST A NEW MOTOR

KTM didn't stand for merely changing the motor. Its version for the latest single-shock craze is called the Pro-Lever. Like all the other single-shockers, it's a rising-rate setup that uses various rockers and arms to achieve its progressive action. Handling the demanding chores of keeping the rear end in a straight line is a U.S.-made Fox Factory shock.

Up front, KTM once again opted for



Long, tall and mean, the KTM has to be ridden smartly, otherwise possible pain might result.

KTM 495

Marzocchi forks. These, too, are all new this year. They're 40mm jobbies that are actually lighter than the previous 38s. This was done by using forged aluminum sliders rather than cast magnesium.

Travel is unchanged from '81 — 12 inches front, 12.8 inches rear.

If you don't know already, we'll tell you again — single-shock bikes are a pain to work on. In order to make life just a little more bearable for the rider, KTM had the foresight to simplify things by making it easier to get at the shock and links for maintenance. The whole back section of the frame unbolts. Simply remove three bolts, and the seat, rear fender, and frame section pop off.

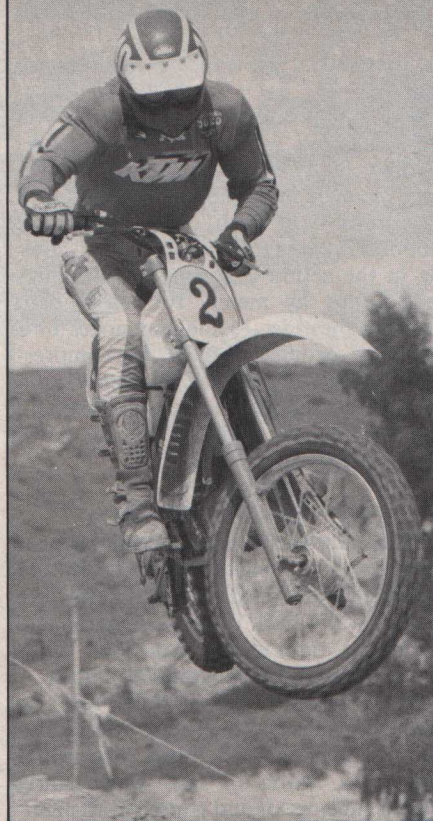
TAKE A SEAT . . . AND PROCEED

KTM claims to have a 36.5-inch seat height. Wrongo. We uncorked our incredibly accurate DB tape measure (accurate to plus or minus .0000142 scriveners per nert) and painstakingly calibrated its actual height. It's closer to 39 inches than it is to 36.5 inches. This fact becomes even more evident when you sit on the bike.

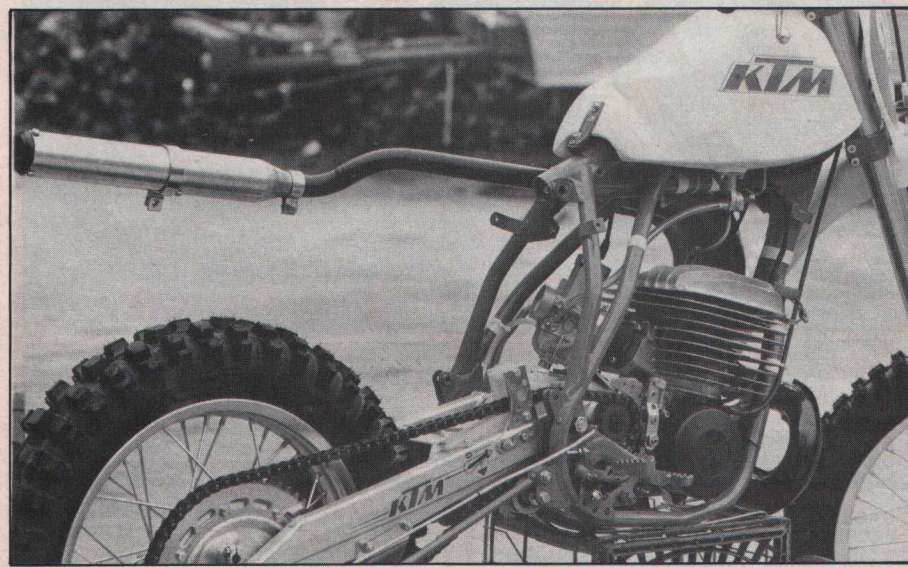
It's tall. Also, as it is with most European bikes, you sit on *top* of the bike rather than *in* it — like you would, let's say, a Yamaha. The saddle doesn't settle one iota. None, zipo, negative. Combine this with fairly stiff suspension and it's nosebleed time.

Starting the beast only requires tickling the 40mm Bing until petrol dribbles out, then giving a sharp slap at the kickstarter. Once you have fire, it becomes apparent that the bike is very quiet for a big-bore MXer. Jab it into gear and head towards the course . . . with caution. Simple acceleration is a new experience. This baby motivates *quickly*. Another fact becomes very obvious: You just don't floor the 495 and expect to live longer than one lap.

Throttle control is critical; so is gear selection. The more experience a rider has, the better he'll get along with the bike. A pro can use the explosive boost to his advantage. Attack the turn, slam the berm and rip down the straightaway. The lesser skilled have to enter turns a gear higher than normal and let the motor pull them out of the turn. If they don't use this method, the bike will stand up and spit them off in an ugly way.



In midair the KTM feels neutral. The Pro-Lever handles the bumps flawlessly.



Since the entire rear section of the frame unbolts, shock maintenance is a cinch.

Because the KTM is a five-speed, it's not limited to motocross riding. Grands Prix, desert races and even enduros (if the rider has plenty of hair) are no problem. With stock gearing, the bike will do nearly anything the rider wants. That's one of the joys of having a bike with more than just four speeds. It's versatile, making the large investment in the KTM more practical since you can use the bike for more than one type of riding.

ZOKING UP THE BUMPS

Now that you know power is not a problem (the lack of it, anyway), you're probably anxiously awaiting word on how the suspension stacks up. First off, the forks are 40mm-unit Marzocchis. In stock form they work okay. There seems to be a lot of stiction, making them harsh. Once a few hours are put on the forks they loosen up and work better, but not great. Much of this is caused by a new Teflon bushing that is supposed to help eliminate flex. This might add support, but the tight fit makes for a long break-in period for the forks.

With no air, the Zokes are too soft. We added six pounds per leg to firm the action. This got rid of the wallowing effect, while giving the rider some confidence in the rough sections. Still, they are harsh in the first part of the stroke and tend to beat the rider in a stutter-bump situation. High-speed compression bumps, large jumps and other obstacles that require full travel on impact proved that the fork action was good. Our big complaint is on the smaller stuff that uses

KTM 495

the first half of the travel; it's simply too raspy.

Rear suspension chores are handled via the Pro-Lever, with a Fox single-shock. Finding fault with the action here is tough, maybe impossible. The Fox shock is adjustable at both compression and rebound damping. Because of this, dialing in the action is a simple task. Both ends adjust by merely turning a dial, allowing the rider to make changes in a matter of seconds. Usually, the compression setting worked best between #1 and #4, with the rebound happiest between 12 and 16 clicks out. All in all, the rear end is a state of the art.

DRIBLETS, CHUNKS AND DELIGHTS

KTM didn't scrimp on the running gear for the 495. A deluxe Regina chain and beautifully designed chain guides are found on the back of the swingarm and on the top, right at the pivot point. They do the job well, keeping things on track.

All of the Pro-Lever links ride on needle bearings and the shock eyelet has a Heim joint. Keep them lubed. The swingarm is a work of art with nearly undetectable welds and superb craftsmanship.

Keep an eye on the spokes during break-in; they loosen considerably. The hubs are strong and laced to Sun rims. Again, there are no snivels about the brakes; they're strong without overkill, and the new front hub allows the rider to center the shoes with a handy adjustment up front.

If you're the kind of rider who demands an easy, good-working clutch, forget it. The 495 creeps, has almost no feel to it at all, and seems to work over a very small percentage of the actual pull of the lever. Needless to say, we didn't care for it.

Magura levers and throttle assembly require very little mention, they're top-notch. As far as the handlebars go, they're of the quick-bend design — fall over once and it's pretzel time.

Stock rubber is Metzeler, front and rear. The rear is one of the new Metzeler "Perfects." It works great in loamy terrain, but has a tendency to chunk on hard stuff because of the awesome power of the bike.

IF YOU WANT SPEED, YOU'VE HIT PAY DIRT

The guy who buys a 495 KTM is a fanatic. He's a stickler for missilelike speed, while still having the low-end grunt to wheely up large buildings. He's the guy who just can't own a Honda or a Yamaha; it's European or nothing. He's big, and big on big bikes, knowing you need muscle to manhandle the 495. And in the end, he knows the only bike that fits the bill is the supersonic, flesh-ripping, mind-altering and altogether staggering 495 KTM! □



The KTM is both fast and furious. Throttle control is critical for proper execution of the turns. Ron Finkleday demonstrates.



KTM 495 PRO-LEVER MX

ENGINE TYPE	Two-stroke, reed-valve
BORE AND STROKE	92.25mm x 74mm
DISPLACEMENT	495cc
HORSEPOWER (CLAIMED)	56 BHP at 6400 RPM
CARBURETION	40mm Bing
FACTORY RECOMMENDED JETTING:	
MAIN JET	195
NEEDLE JET	286
JET NEEDLE	6L2
PILOT JET	55
SLIDE NUMBER	210
RECOMMENDED GASOLINE	Premium
FUEL TANK CAPACITY	2.4 gallons
FUEL TANK MATERIAL	Plastic
LUBRICATION	Pre-mix
RECOMMENDED OIL	Duralube 50:1
OIL CAPACITY — TRANS.	1.6 quarts
AIR FILTRATION	Foam type
CLUTCH TYPE	Multi-plate, oil-bathed
TRANSMISSION	Five-speed
GEAR BOX RATIOS:	
1	14:35
2	15:24
3	18:21
4	20:19
5	27:21
GEARING, FRONT/REAR	14/52
IGNITION	Bosch CDI
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	Bosch
	front 340S25/rear 310S25
SILENCER/SPARK ARRESTOR/QUALITY	Yes/no/good
EXHAUST SYSTEM	Up-pipe, left side
FRAME, TYPE	Tubular, chromoly
WHEELBASE	59 inches

GROUND CLEARANCE	13.8 inches
SEAT HEIGHT	36.5 inches
STEERING HEAD ANGLE (RAKE)	27.5 degrees
TRAIL	4.8 inches
WEIGHT WITH ONE GALLON GAS	238 pounds
RIM MATERIAL	Aluminum alloy
TIRE SIZE AND TYPE:	
FRONT	3.00 x 21 Metzeler
REAR	5.10 x 18 Metzeler
SUSPENSION, TYPE AND TRAVEL	
FRONT	Marzocchi 40mm. 12-inch travel
REAR	Fox Factory twin-clicker single-shock, 13-inch travel
INTENDED USE	Motocross
COUNTRY OF ORIGIN	Austria
RETAIL PRICE, APPROX	\$2831
DISTRIBUTOR	KTM America, Inc. 1906 Broadway Lorain, Ohio 44052

PARTS PRICES, HIGH WEAR ITEMS:	
PISTON ASSEMBLY, COMPLETE	95.33
RINGS ONLY	14.43 each
CYLINDER	186.52 liner only
SHIFT LEVER	19.77
BRAKE PEDAL	13.42
FRONT SPROCKET	11.43
OVERALL RATING, 0 TO 100, VARIOUS CATEGORIES, KEEPING INTENDED USE OF MACHINE IN MIND:	
HANDLING	95
SUSPENSION	front 90/rear 98
POWER	99.999
COST	80
ATTENTION TO DETAIL	97
EFFECTIVENESS, STONE STOCK	98