

HONDA CR125R: LIGHTER, FASTER, LEANER!

WPS
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DIRT BIKE

**YAMAHA YZ250J:
TRICKEST MONO EVER!**

MAY 1982
• \$1.50 UK80p



**BOB
HANNAH**

**HONDA
XL500R:
STREET-LEGAL
& DIRT-READY!**

**SUZUKI
PE175Z:
THE NEW
CHAMP?**

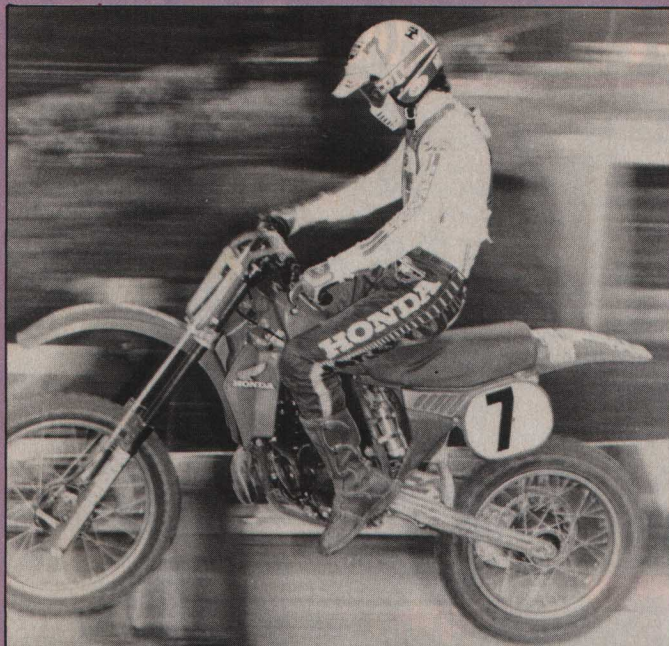


**SUZUKI RM80Z:
LIGHTWEIGHT REVVER!**



ISSN0354-1546

DIRT BIKE



ANAHEIM & SEATTLE SUPERCROSS



SUZUKI PE175Z



HONDA XL500R



HONDA CR125R

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ON THE COVER:— Caught in the act is the one and only Bob Hannah, shown here grabbing for air on the YZ250. Photo by Paul Clipper. Color separation by Valley Film.

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1982 PE175Z

SUZUKI'S ALL-NEW ENDURO WEAPON

*Is this the end of the
KDX reign?*

By the Staff of Dirt Bike

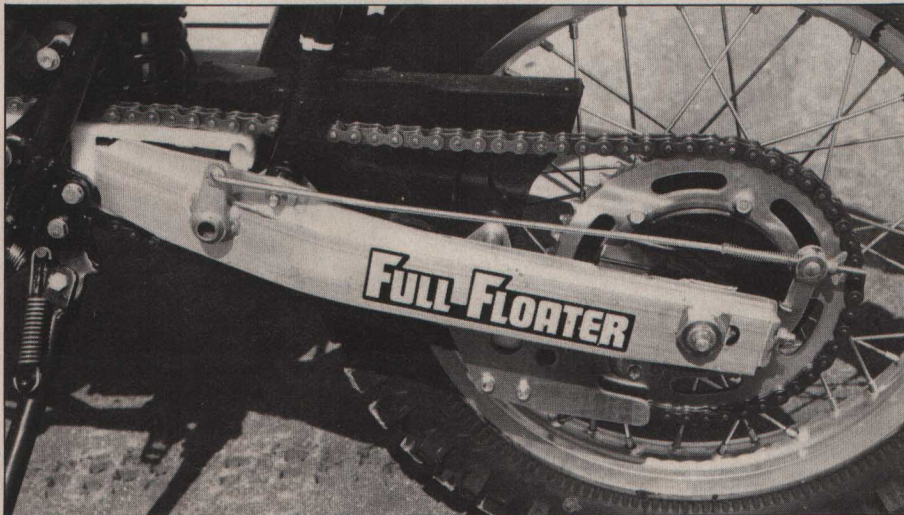
For 1982, Suzuki did a major update on its PE lineup. First, there's only one PE: the 175. Secondly, it's all new, from the ground up.

By simply looking at the PE you can tell Suzuki put its major emphasis on a complete revamping of the suspension package. Yup, it's a Floater. Besides the proven rear end, the forks are beefed-up, replacing the slim, 36mm forks. All of this should add up to extra weight, but in reality the PE weighs less than last year's mount.

To compliment the suspension changes, the frame is completely new. The rake is steeper, the wheelbase longer, and the travel lengthened. A quick check of the figures shows that the PE should turn better, handle the rough stuff without quivering and shaking, and allow the rider to attack killer bumps without hesitation. Let's see.

SLIMMER ALL THE WAY AROUND

A major problem on last year's bike was the seat/tank situation. The saddle was much too wide and way too short for the average human. It made for a grim transition when the rider would attempt to shift his weight forward upon entering a turn.



State-of-the-art rear suspension... via the Full Floater... is just one of the big changes for '82.



Low weight and correct power make the PE a real killer enduro bike.

The new saddle is slimmer and a little longer, making for a normal feel when moving up on the bike.

With this change, turning becomes more natural. To aid even further, the rake has been pulled in to 28 degrees. Last year's PE was 29.5 degrees and worked pretty decently, but the '82 is in another world. It will carve fine lines in and around last year's bike without any hint of headshake.



As far as the suspension goes, one can say that it's startling. Keeping up with the Floater tradition, the rear end works better than anything going. Whether the terrain is huge whoops, stutter bumps, jumps or rocks, it makes no difference. That's the joy of the Floater. It tames the gnarly, and at the same time allows for a completely



Tip Webb motivates the Floater down a rocky trail.

supple ride in the smaller, ripple-type bumps. Travel is up an inch over the '81 bikes, putting it at 10.6 inches. All we did to the shock was back off on the preload three fourths of a turn. In stock form, the front end was burying, while the rear was a little harsh on the small bumps. The adjustment eliminated all the gripes. Simple as that.

Where the Floater rear is the most eye-catching change on the bike, the front end is also new. The forks are 38mm units that also have 10.6 inches of travel. In the roughest of situations there was never any flexing. We rode and raced the PE and never changed a thing on the front end. The action is good and confidence-inspiring.

About the best thing we can say about the PE's suspension is that no matter how nightmarish the trail got, the rider would pucker up and expect the worst, though all the while the Suzuki would simply float through without even a wince.

MOTORING ON...

With all the major changes to the chassis, it appears that the PE engine remains unchanged from the '81 model. Not so. The cylinder is the same; so is the carb. But gear ratios in the transmission have been lowered on *third* through *sixth*. This gives the PE a more useable gear selection for the faster sections. The only problem is the overall gearing. It's down from a 48-tooth rear sprocket to a 46. For very tight situations, *first* and *second* are too tall. We opted for the 48-tooth sprocket, the result being a correct gear for almost any type of terrain.

Although the trans gears have been altered, the notchy feeling when shifting hasn't been fixed. The rider has to be positive when making a shift. We found it best to use the clutch whenever possible. A change of trans oil to Kal-Gard 4-Plus helped. In race circumstances, when the rider loses some concentration, missed shifts become a nuisance.



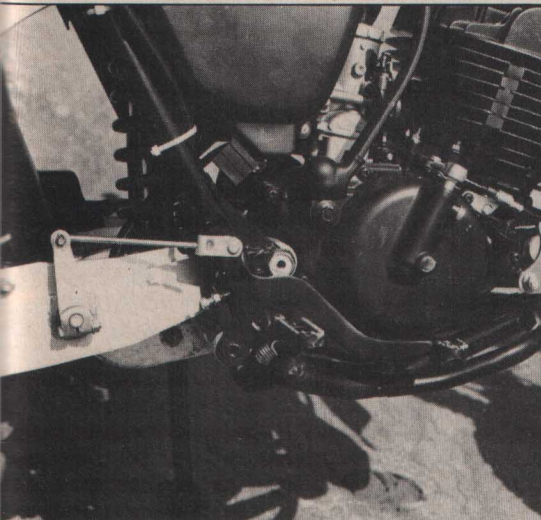
SUZUKI PE175

Name and model	Suzuki PE175
Engine type	Two-stroke, air-cooled
Bore and stroke	62.0mm x 57.0mm
Displacement	172cc
Carburetion	34mm Mikuni
Factory recommended jetting:	
Main jet	#250
Needle jet	R-3
Jet needle	6DP17-4
Pilot jet	#25
Slide number	2.0
Recommended gasoline	Premium
Fuel tank capacity	2.8 gallons (10.5 liters)
Fuel tank material	Plastic
Lubrication	Premix
Recommended oil	Suzuki CC1
Oil capacity (trans.)	0.85 quarts (800 ml)
Air filtration	Oiled foam
Clutch type	Wet, multi-plate
Transmission	Six-speed
Gearbox ratios:	
1	3.090:1
2	2.214:1
3	1.705:1
4	1.352:1
5	1.090:1
6	0.913:1
Gearing, front/rear	12/46
Ignition	Suzuki PE1
Primary kick system?	Yes
Recommended spark plug	NGK B10EGV, Champion N-59G
Silencer/spark arrester/ quality	Yes, yes, very quiet
Exhaust system?	Up-pipe, through the frame
Frame type	Single downtube, cradle

Wheelbase	57 1/2 inches
Ground clearance	13.0 inches (330mm)
Seat height	36.5 inches
Steering head angle (rake)	28 degrees
Trail	4.45 inches (113mm)
Weight with one gallon gas:	229 pounds (104 kg)
Rim material	Aluminum
Tire size and type:	
Front	3.00 x 21.4 pr
Rear	4.10 x 18.4 pr
Suspension, type and travel:	
Front	10.6 inches (270mm)
Rear	10.6 inches (270mm)
Intended use	Enduro, off-road
Country of origin	Japan
Retail price, approx.	\$1529

Distributor:	
U. S. Suzuki Motor Company 3251 East Imperial Highway Brea, California 92621	
Parts prices, high-wear items:	
Piston assembly	\$48.92
Rings only	15.25
Cylinder	143.35
Shift lever	12.10
Brake pedal	20.93
Front sprocket	9.47
Overall rating, 0 to 100, various categories, keeping intended use of machine in mind:	
Handling	99
Suspension	98
Power	99
Cost	98
Attention to detail	99
Effectiveness, stone stock	99

A larger airbox on this year's bike helps the PE breathe much more efficiently. The result is a boost in the overall powerband on the bike. A quick comparison at a local enduro between the PE, the KDX and the IT Yamaha (all '82's) went like this: The KDX has the most grunt down low, the IT the most on top. The Suzuki pulled strongest in the middle up to the peak revs. To us, the PE has the most sensible powerband of the three. The rider uses the fat part of the powerband—the mid-range—in most enduros. The bike pulls well down low, and



Odd-looking cross-over brake linkage actually works. The motor has plenty of mid-range grunt.

does rev-out nicely, but the beauty of the motor rests in its ability to churn out major league ponies in a useable fashion—meaning... the meat of an enduro rider's needs: the mid-range.

**THE SMALL STUFF
MAKES THE PACKAGE**

For some reason this year Suzuki put a lot of emphasis on a finished package. This isn't to say that it hadn't in the past, but this year all the little things added up to one big plus.

By using the straight-pull hubs off of the motocrossers, the PE has some of the best, most progressive brakes around. The hubs are bulletproof; almost no spoke loosening occurred during the test, and the new wheels are lighter. Plus.

The PE still retains the now-famous quick-change rear wheel. Things look a little complicated, but in reality the system is the simplest around. Whip the axle out, pop off one spacer and the wheel falls out in your hands (all the while the brake backing plate stays intact on the swingarm). Plus.

Instead of using a cable rear brake, the PE now has an odd-looking cross-over linkage setup. First thoughts were... "bogus." Actually the system gives a better feel when braking. Since it's comprised of rods and crosses through the center section of the Floater swingarm back to the hub, it is rather complex. But the bottom line is that it works better than the cable units, and that's a plus.

Although the levers are a small matter, Suzuki has rewritten the books on trickiness. These gems are split-perch in design and all that's required to adjust the cables is to simply turn the adjuster either in or out. No more jam nut to loosen and retighten during adjustments. Suzuki put in a little check ball and spring that keeps tension on the adjuster, thus eliminating all the other junk needed to change and adjust the cables. It's simple, fast and a big plus.

A major snivel in the past has been the lack of folding tips on the shifter and brake pedal. Not so any longer... plus.

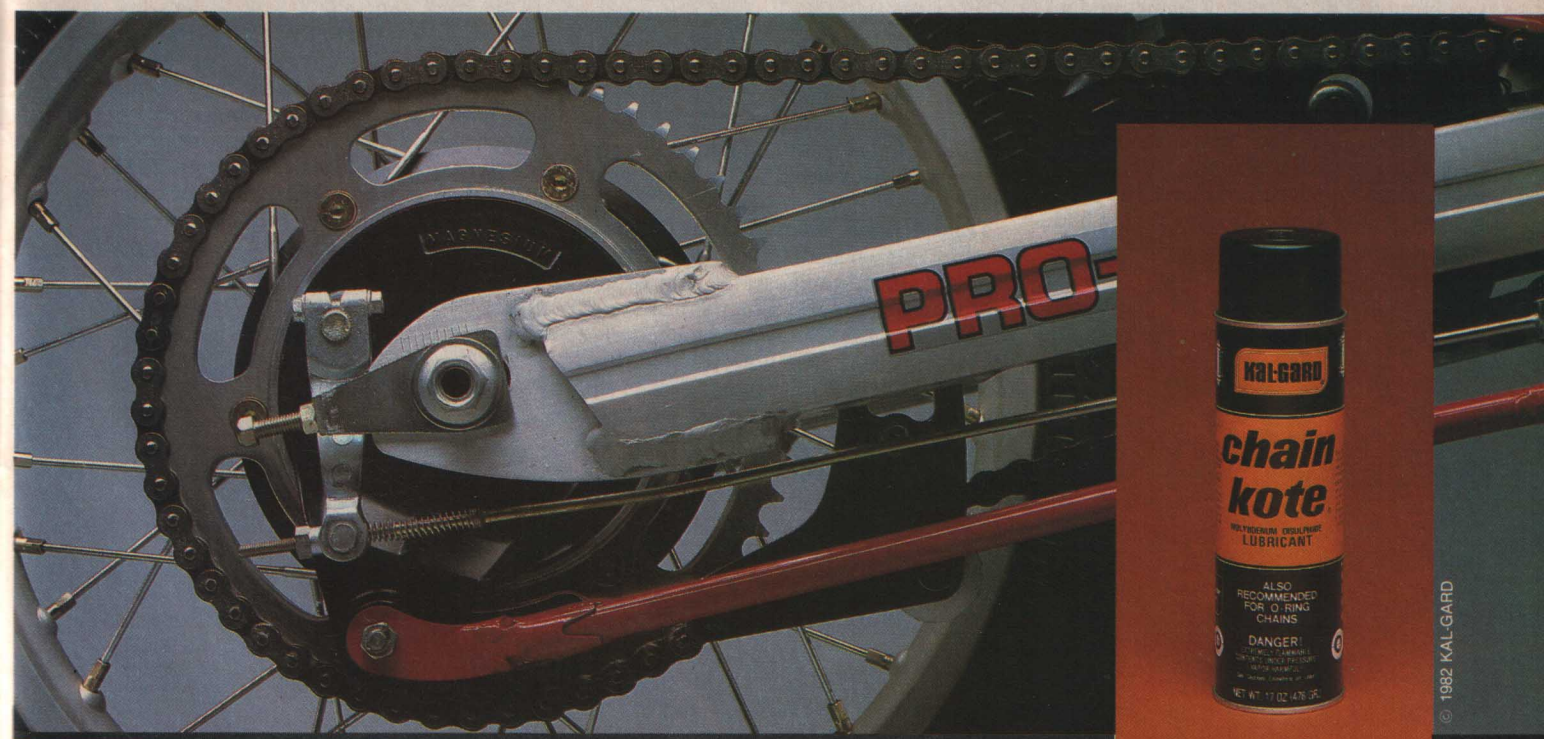
The silencer/spark arrester is a gigantic affair that is very heavy and very quiet. We'll probably switch it for a lighter Answer Products unit.

Once again, the little odometer on the PE is the standard of the industry. It's bulletproof, lightweight and just plain cool. Every bike should have one.

All the plastic on the bike is super, lightweight stuff. It doesn't seem that you'd save much weight here, but it adds up. The side panels flex around quite a bit, but that's about it.

**SO, WHAT ARE YOU TRYING
TO SAY?**

Basically, it looks like Suzuki has set the new standard of excellence for small-bore enduro bikes. Out of the crate, the PE out-handles the competition, hands down. With good power, excellent suspension and light weight, the PE is a real winner. □



**CHAIN KOTE:
THE ULTIMATE
MOTOCROSS
CHAIN LUBE**

Chain Kote is perfect for motocross and other dirt bikes because of its outstanding lubrication agent—molybdenum disulfide (moly) and its remarkable bonding agent that keeps the lube on your chain—and not on you. In extremely dusty or sandy areas, the bonding agent acts like a barrier to hold dirt and grit on the outside of your chain and not let it get inside to damage the critical inner bushing. So if you see a dirt buildup on the outside of your chain when using Chain Kote, relax, it's just doing its job. And Chain Kote won't wash off in water or mud either. To clean, just rinse with solvent. Mail Orders: Chain Kote \$4.39 plus \$2.00 handling. 17 oz. Aerosol: Kal-Gard • 16616 Shoenborn St. • Sepulveda, CA 91343



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