

NEW NISSAN ONE HECK-OF-A- HUNK-OF-A 4x4.

AT YOUR DATSUN DEALER.

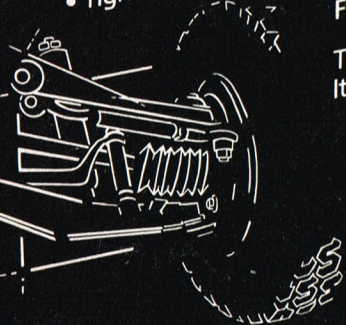


MOST POWERFUL STANDARD ENGINE IN ITS CLASS.

- More power than Toyota, Chevy S-10, Ford Ranger and everyone else!
- Most horsepower: 103 hp @ 4800 RPM.
- Most torque: 133 ft.-lbs. @ 2800 RPM.

BED HAS DOUBLE STEEL WALLS. Not in Toyota.

- Cab in Deluxe and Long Bed seats 3 across with more hiproom than Chevy S-10 or Toyota;
- more legroom than Toyota.
- 4 x 4 also available in ST Sport Truck and King Cab® (up to 9 cubic feet of extra inner space for cargo or jump seats in King Cab®).



WIDE-CLEARANCE INDEPENDENT FRONT SUSPENSION.

- Adjustable torsion bars allow wheels to step over rough spots smoothly, independently; compression rods face rear for extra-wide clearance of obstacles.
- Highest minimum ground clearance of any compact truck. Runs rings inside Chevy S-10, Ford Ranger, Toyota.
- Tightest turning circle for maneuvering in tight spots.

The new Nissan 4 x 4.
It's one heck-of-a-hunk-of-a truck!

NISSAN
WE ARE DRIVEN
DATSUN



WPS
34355

125 MX HORSEPOWER MAGIC! page 52

SHOOTOUT! YELLOW FEVER: YZ 490 vs. RM 500

DIRT
BIKE

DIRT BIKE

HUSKY 430 WR: THE GREAT WHITE HOPE

YAMAHA IT250: THE BLUE YZ

JULY 1983 • \$1.75
uk £1.10

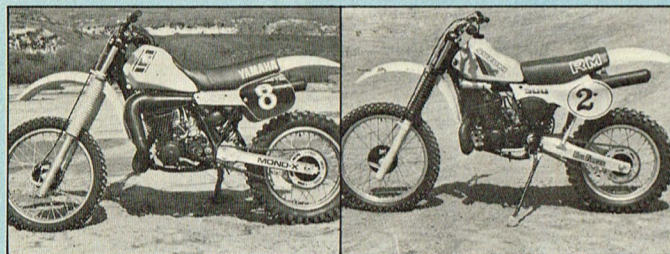


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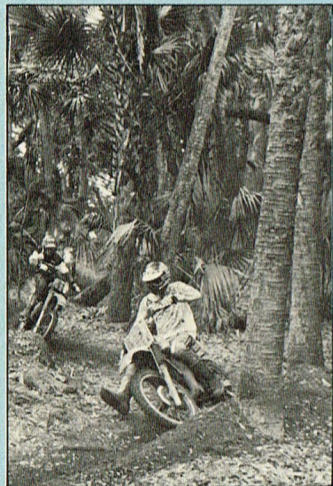




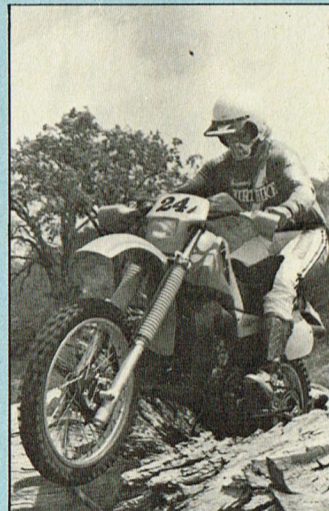
KX60 vs. CR60



YZ490 vs. RM500



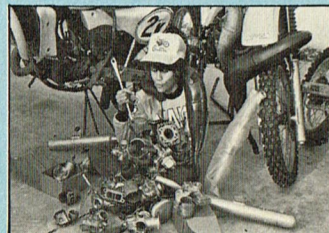
FLORIDA HARE SCRAMBLES



YAMAHA IT250



HUSKY 430WR



125 HOP-UP

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ON THE COVER:—Two-thirds of the *Dirt Bike* staff make an appearance on this month's cover. Webb and Clipper attempt to get stylish for the last and missing third of the staff, which means R. Sieman shot the photo. Color separation by Valley Film.

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No Sting spider sale

Maico takes the sting out of buying a Spider by cutting hundreds of dollars off the price tags on this year's machines. The '83 MX's, Enduros, and Sandspiders may soon be an endangered species at these low prices, so see your dealer soon. Ask him about the factory authorized discounts on all of the '83 Maicos and he'll tell you how you can capture a Spider at a price that's tamer than ever.



BLUE BOLT

Dirt ready—for most anything

By the Staff of *Dirt Bike*

Nineteen eighty-three has been a fantastic year for 250 enduro bikes. Witness the six-speed KTM 250MXC, with enough power to give MXers fits—and plenty of low-end torque to keep it rideable. Then, of course, there are the highly refined Husky XCs, with their traditional supple suspension and brilliant power curves.

Kawasaki has a KDX250, which we've sampled, and can tell you that it's a missile—and a six-speeder. Prices on the cream of the 250 enduro crop vary greatly and they all have wildly different personalities. This, quite naturally, will lead to a 250 enduro shootout in a once-a-year *Shootout Special*.

Which, in the most roundabout way possible, brings us to the Yamaha IT250K. This year, the IT250 is blue again, has a six-speed gearbox and is faster than any 250 enduro bike has the right to be.

THE FIRST TIME EVER I SAW HER...

The first time we saw an IT250 in action was at the Viewfinders Grand Prix. Here, Mike Sixberry, a local desert crazy, was running with the leaders in the Expert



With a full tank of gas, the IT tips the scales at a rotund 261 pounds. At maximum weight, jumping is a real thrill.

class... on a bone-stock IT250. Mike even had the lead at one time or another, until a lurid flip put him into the Twilight Zone. Nevertheless, we were suitably impressed.

PERSONALITY PLUS

We received our test bike some time later and put in the mandatory shooting/riding session at Indian Dunes. Here, we were once again impressed with the speed of the bike. On the Dunes MX track, the IT could run with many of the racers. In the sand

wash, we were able to get scared almost senseless in the upper gears.

The bike is definitely not just a YZ with enduro gear tacked on. Nope. It's a totally separate entity and has its own very strong personality. In the pits, some testers were commenting that they liked the bike better than the YZ.

Still, this is an enduro bike, not an MXer, so we entered the IT250K in an enduro just to see how it would fare under trail conditions. The selected enduro was a CRC State Championship run, about 125 miles total length. This promised to be more demanding than the typical family CRC enduro, and it would give the IT a chance to perform in its element.

ENDURO PREPPING THE IT250K

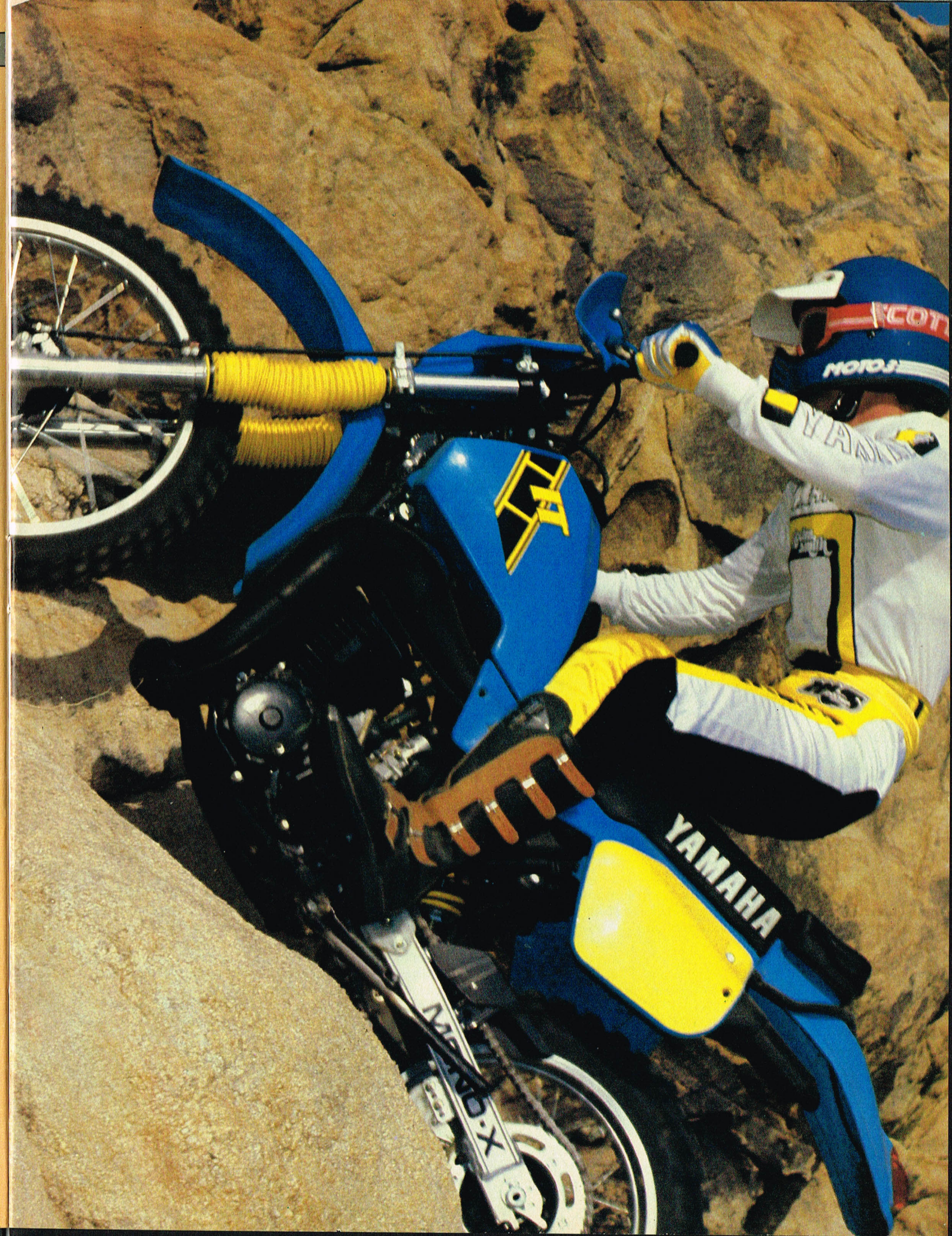
Very little was done to the IT to get it ready for the long enduro. We jacked up the air pressure in the tires to about 16 psi to prevent flats in the rocky terrain. Handling suffers when you do this, but handling suffers even more with two flats. It's a trade-off that you have to pay in Western enduros.

After experimentation, we found that the preload had to be cranked up on the shock to keep the rear end from wallowing. Warming up showed some bottoming in the whoops. The forks were left untouched. No air was used and the standard oil level was maintained.

A Countdown combo clock was clamped into place as per our usual practice, as well as one of the new Programmable enduro



The newest IT is blue once again. Improvements run deeper than colored plastic.





Wolfman Webb muscled the IT down a trailless Gorman hillside.

instruments. The dash of the IT250K quickly started looking like a video game. A few basic tools were stuffed into the handy Yamaha tool bag. One inch was cut off each side of the bars and the stock grips had some of the ribs trimmed with a razor blade. We filled the tank with 32:1 Yamalube and good gas and reported to the starting line.

FAIRY TALES CAN COME TRUE, IT CAN HAPPEN TO YOU...

Well, we must smugly report that the IT went out and won its class handily. And without missing a beat. It was running as well at the end of the 125 miles as it was at the beginning. The spokes were a bit loose and the chain needed adjustment, but that was it.

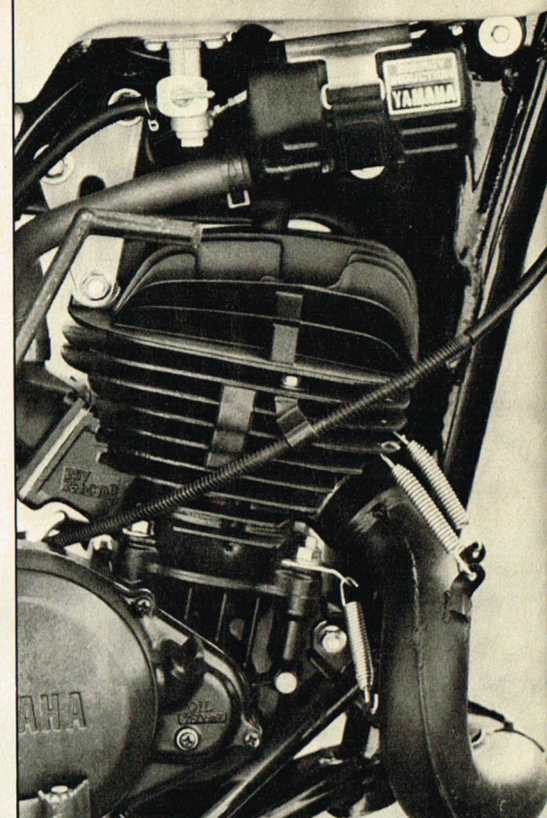
One does not just jump on the IT250 and go like stink immediately. You have to get

used to the bike. Right away, we found out that the IT did not like to turn sharply. We attribute some of this to a too soft rear shock spring. Increasing the preload any more than we already had would not be the answer. This would merely make the ride over the small bumps and rocks deteriorate.

After missing more than a few turns on the trail, we tried the time-honored clutch-it-burst-of-throttle technique used so successfully over the years by YZ riders.

It worked! The trick is to be a gear higher than you think will work under the situation and brutalize the clutch. The IT will then snap around to the new intended direction. Done right, you can whip around obstacles and through tight trails very efficiently. Done wrong, you miss turns and shoot through bushes like a startled cow.

It took us the first 20 miles of the enduro



Air-cooled engine has a boost bottle to improve low-rpm response.

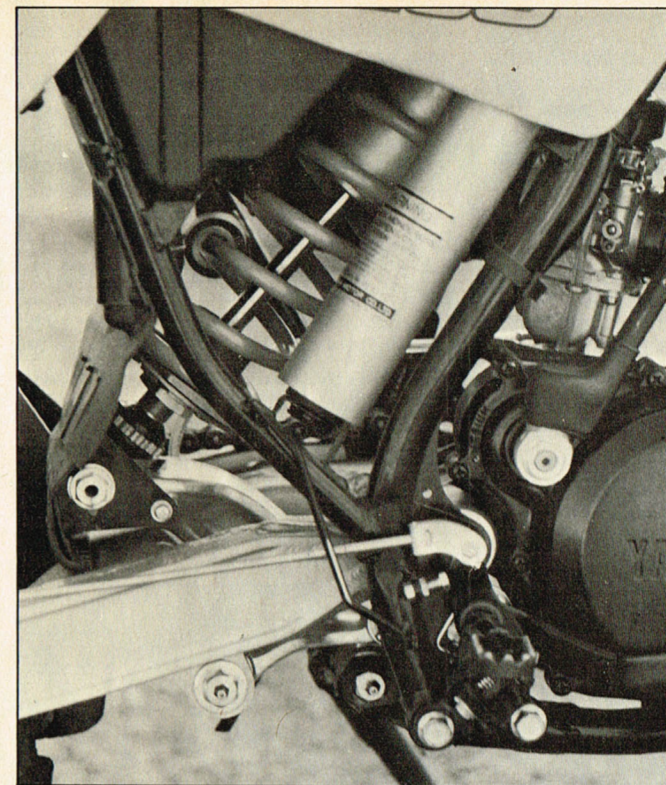
to get used to how to turn the bike. From 20 miles to 75 miles, we rode like a demon on the IT. At the 75-mile mark, a certain measure of fatigue—both mental and physical—set in. The IT responded to lack of aggressive input by lurching down the trail in an unseemly manner, with the rider creating a poor reputation for the magazine in the process.

A second wind of sorts set in at the 100-mile mark, along with extreme hunger and the knowledge of a full cooler of food and drink waiting back at the truck and the aggressive pace was restored. With the aggressive pace, the handling of the Yamaha was restored and the enduro was completed in a thoroughly satisfactory manner.

LOOKING BACK THROUGH MISTY GOGGLES

During the enduro, mental notes were taken. They're recorded here in a semi-accurate fashion:

- The rear end bottomed badly from the one-third mark onward. The rider compensated for the G-outs by riding in an extremely forward position and unloading the rear end whenever possible.
- Over the small and medium bumps, the suspension was just fine. For woods riding, most riders would probably be quite happy with the stock spring and bottoming would not be a problem.
- The IT proved to be very quick and had plenty of power for hills or deep sand washes.
- The IT will not get right down low in the rpm range and lug, but a quick fan



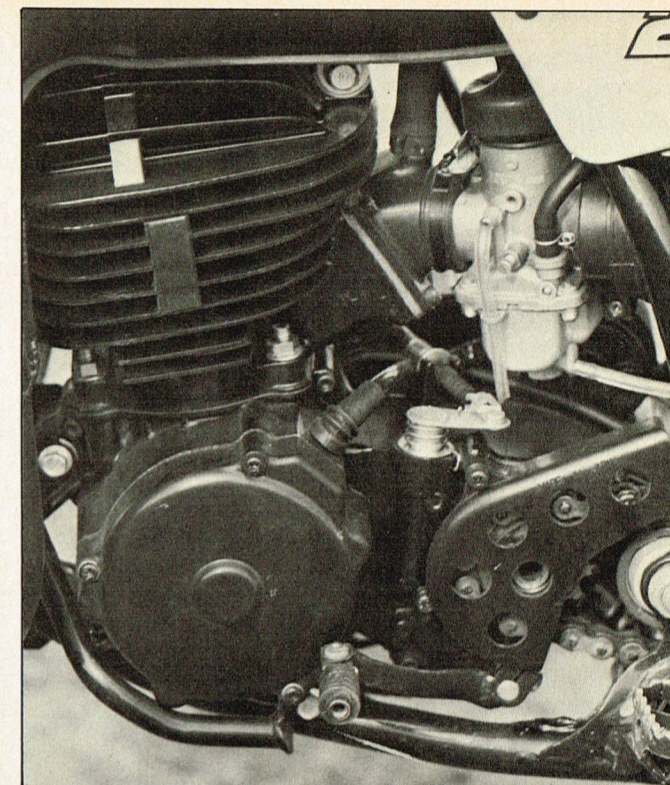
It's easy to get to both the preload and the rebound adjuster knob. Aggressive riders will want a heavier rear shock spring.

of the clutch will get the engine into the working part of the power easily. The IT is strong from an early mid-range on up and revs out well, too, if needed. Under a light load, the IT can be short-shifted and the engine will not protest. No blubbery can be detected when the IT is forced to pull down low. It's just too flat to be effective under a heavy-load situation.

- When bombing along at speed, the IT tracks fairly straight. Even when big whoops are whacked hard, the bike still retains its basic direction with little more than a wagging of the rear end. No headshake was experienced when coming down from speed.
- In deep sand at lower speeds, the IT is miserable to ride, as are most other bikes.
- In a straight-ahead situation, the IT performed exceptionally well over rocks.

The excellent forks were not easily deflected off the line and as long as the rider stood centered properly, the IT would turn well in the rocks, too.

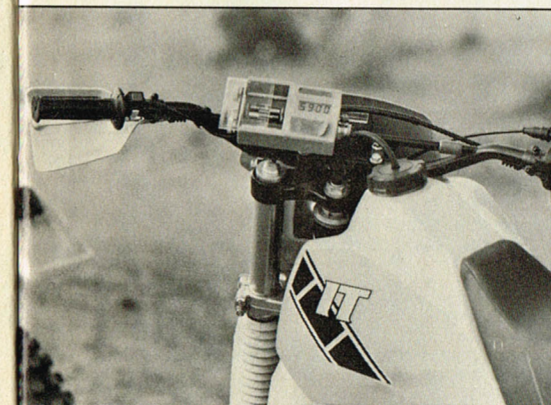
- The IT was less happy on hard-packed fire roads. Here, the rear end of the bike moved around too much when accelerating hard. By comparison, the Husky's rear end moves in a slow-motion, very predictable fashion.
- Rider comfort on the IT250K is excellent. The seating position is low enough to let the rider paddle in the truly rough stuff and the safety saddle is tucked in neatly around a large-capacity tank. The shape of the tank spreads the legs a bit, but all big tanks tend to do that.
- The front brake is stunning. That sucker will haul the IT down from speed fiercely, but is still predictable enough to



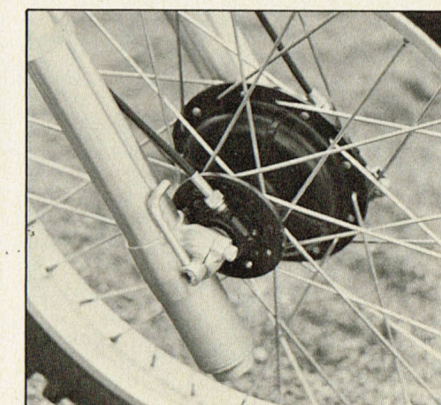
Left side of engine shows compact and filled area, yet servicing is still no hassle.

not get you into trouble on a snaky downhill. The rear brake chattered a taste under heavy braking, but was still inoffensive to us.

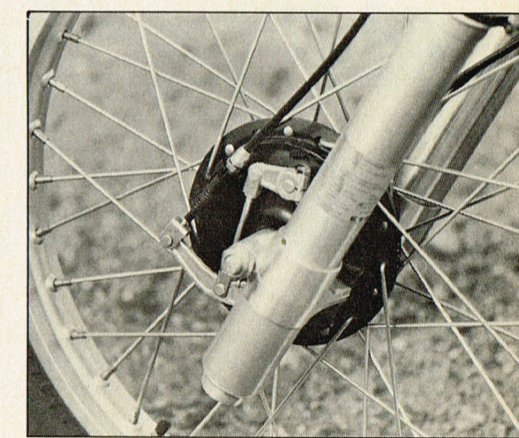
- It always took three kicks to start the IT250. Not one. Not two. But three. Don't ask us why. Those kicks were not particularly difficult, either. Once, the bike started on the first kick and it nearly startled the rider into the next county. Funny things, dirt bikes.
- It took quite a while to warm up the IT and it wouldn't run clean until it had run a few minutes. Once properly warmed up, the engine pulled clean and hard, without detonation or burbling.
- Shifting was notchy in the lower three gears and very smooth in the upper three. We never missed any shifts, but could not rush things or power-shift in first, second or third.



No, the Countdown Combo is not standard. However, it's just about all you need to add to the IT250 to be competitive in any enduro.



Tommy bar on the axle makes for quicker front-wheel removal. Speedo cable is tucked in properly and well protected.



Double-leading shoe front brake is an excellent stopper. After a brief adjustment, you learn to love it.

