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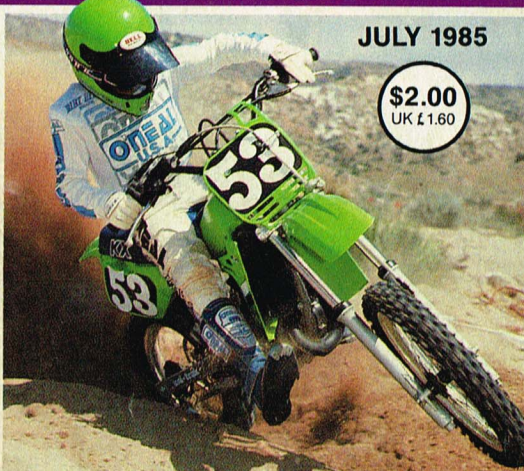
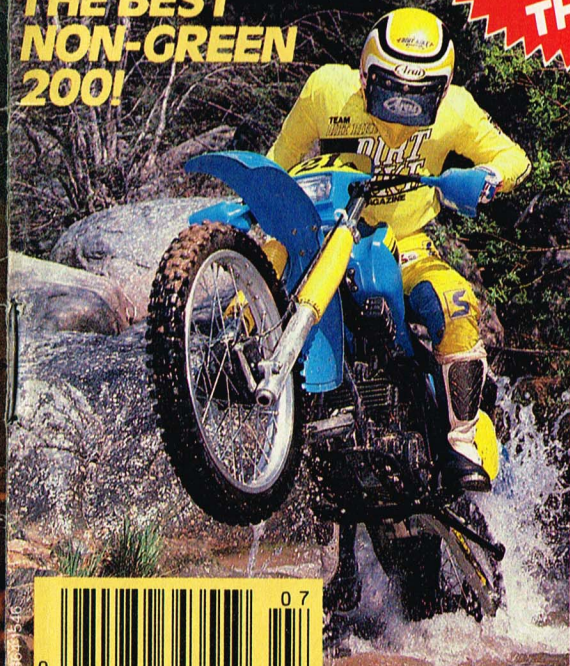
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HUSQVARNA 250CR



DESERT RACING



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HI-MOUNTAIN NATIONAL ENDURO



TIGER 500 ATV

ON THE COVER:—Snapshots from every one of this month's tests, and one of the longest swingarms you've ever seen. Photos by Rick Sieman, Paul Clipper, Dennis Cox, and Tom Webb; 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.

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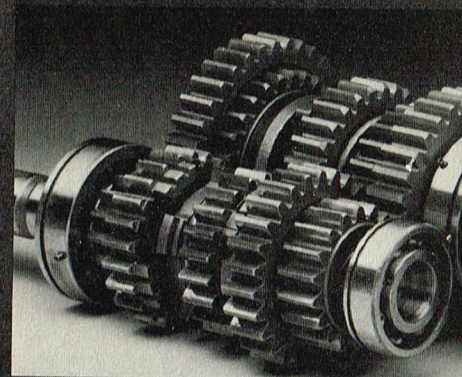
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YAMAHA IT200N

BABY BLUE

The "Easy Rider" of the 200 class

By the DIRT BIKE Staff

Minimal changes have been posted for the IT200 this year. As a matter of fact, the only change we were notified about was a switch from a steel reed to a fiber reed in the intake system. Poking around in the owner's manual revealed this fact to be true, but we also uncovered a change in compression ratio—from last year's ratio of 8.4-to-1 to a current ratio of 7.7-to-1.

The obvious question is, was this enough? We liked the IT200 last year and only found fault with the size of the fuel tank and the difficulty of getting our weight forward in the turns. Indeed, the IT200 didn't really need much in the way of change to stay competitive for '85, and although we once again have the bulbous tank, on the positive side, the IT's changes have resulted in a bike that starts easier, has more low-end power, and theoretically can now run on lower-octane fuel.

DISSECT THE POWERPLANT

Even if a lower compression ratio means the bike will run on cheaper gas without detonating, we would still suggest you use premium fuel in the IT. Cheap gas may go through the bike without causing any problems, but it also doesn't burn as well as the good stuff, and therefore doesn't make as

much usable horsepower. And in the 200 class, horsepower is the name of the game.

The combination of fiber reeds and perhaps simply the way Yamaha put the engine together this year, has really brought out all the low-end power characteristics of this engine. The IT is amazingly torquey. One of our testers took the bike out for a ride after fighting off a case of the flu, and the last thing he wanted to ride was a screamer. He claims to have spent the day firmly planted in the saddle, shifting only when the bike complained loudly, and he returned to the office babbling wild stories about 200cc's of grunt.

It's true. Throughout the test the IT was a barrel of surprises; this is one 200 that won't fight you if you get tired. We chugged through many tight mountain trails, sometimes leaving the transmission in third rather than punching down and screaming it, and the IT consistently resisted gagging and stall-

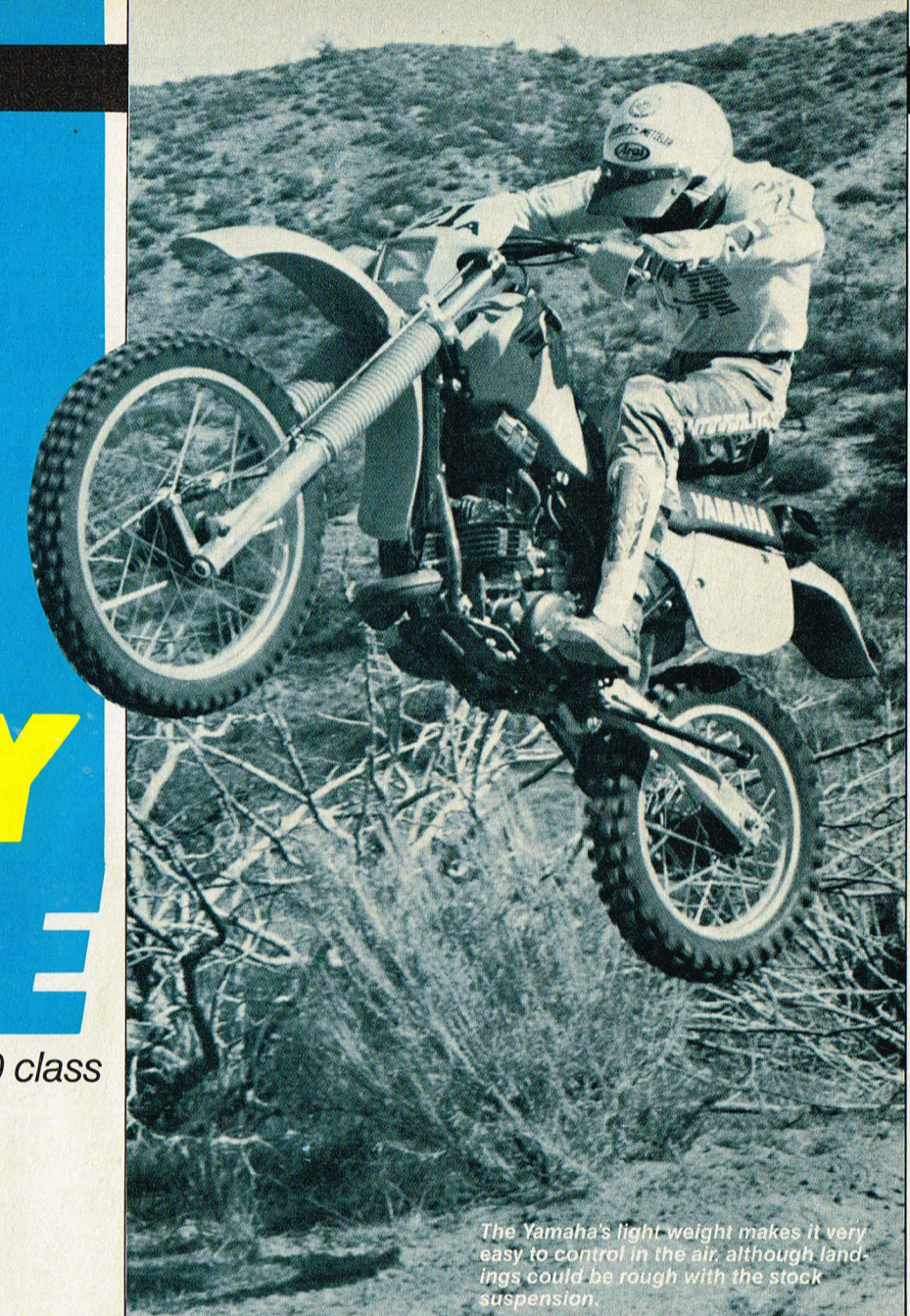
ing out. Even at ridiculously low speeds the bike would rattle and complain, but it would still pull clean from idle.

The causes of this are abundant low-end power and sensible gear ratios. There is still a good mid-range punch in the IT powerband, and plenty of revs, but the impressive part is the torque. You can get lazy on the IT and still have fun.

HANDLING AFFAIRS

Cut-down 43mm forks again hold up the front end of the IT, and they are still excellent units. Of course, we wouldn't mind seeing full YZ travel on these babies, but even in the short form they take bumps amazingly well. The shorter travel also allows you to get your feet on the ground, so for that we aren't complaining. They got a "10" last year, and they deserve another one.

The monoshock rear does a good job, but is kept busy on heavier riders due to a soft spring. This enduro version of the Mono-



The Yamaha's light weight makes it very easy to control in the air, although landings could be rough with the stock suspension.

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YZ125 J-K-L	44.50	YZ125 J-K-L	50.50
YZ250 J-K-L	64.00	YZ250 J-K-L	45.00
YZ490 J-K-L	60.50	YZ490 J-K-L	48.50
IT175 J-K-L	39.00	IT175 J-K-L	42.00
IT250 J-K-L	61.00	IT250 J-K-L	45.00
IT490 J-K-L	51.50	IT490 J-K-L	49.00

Piston kit consists of piston, rings, wrist pin and circlips. Rod kit consists of rod, lower bearing, lower pin and thrust washers.

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Model	Seal Sets	Gasket Sets
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YZ100 J-K-L	9.80	10.30
YZ125 J-K-L	16.40	11.70
YZ250 J-K-L	27.20	19.20
YZ490 J-K-L	17.40	13.90
IT175 J-K-L	9.80	10.30
IT250 J-K-L	16.60	12.40
IT490 J-K-L	13.40	13.90

Prices may vary according to year of bike.

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We performed all sorts of acrobatics on the IT. The only "fit" problem we had was with the kickstand. If you have size 10 feet or larger, you can expect your heel to hit the kickstand shaft and cause it to clatter in the rocks while you ride.

cross doesn't feature adjustable compression damping, which is a shame in this respect—riders who are just slightly heavier than the spring can handle could then just dial up the compression to compensate. As it is, if you weigh more than 160 pounds, we recommend a heavier spring. The rebound damping is adjustable, but our riders never varied more than four clicks from the standard setting.

On the whole, the suspension and handling are good, but we must once again complain about the high, wide tank and footpeg placement. The natural seating position is a problem, as it is very difficult to get your weight far enough forward to really make the front tire bite. As a result, you stay in the middle of the seat, and from that position the front wheel tends to wander around. It doesn't wash out or do anything rude, but the feeling is just a little vague.

To correct this, you must make sure the rear preload is correctly set. You should get about 100mm of sag sitting normally on the seat, and if the preloaded length of the shock spring falls to less than 244mm while you're adjusting this, then you need the heavier spring. This is all critical to the handling! You can't fudge the sag by just cranking the preload way up, because even if you

cure the bottoming, the front end still won't bite.

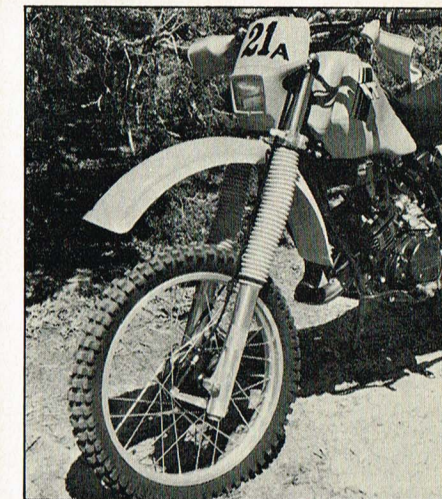
With the back end set up, the front end should work better. If it still needs more grip, you can raise the fork tubes in the triple clamps, but no more than 10mm above the top surface of the clamp. Dialed in, the IT will work quite well, but it will still be a struggle to get completely forward.

STARTING AND STOPPING

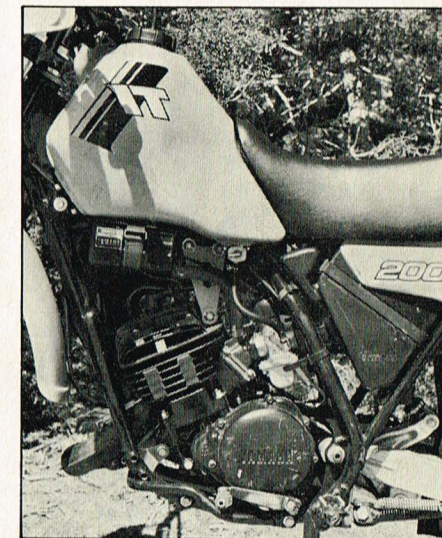
"Flinging" is a good way to describe the riding style you use on the IT. The bike is so light and small that you can literally fling it from turn to turn. It responds quite well to body weight input and feels very natural in the air. You can just putt around all day without getting tired, and if you ride it in the fat part of the powerband, it responds with the ease of a pingpong ball. No doubt about it, it's a fun bike to ride.

Hauling it down to a stop is a simple matter too, even though basic single-leading-shoe brakes are fitted to both ends. Discs and double-leading shoes are becoming standards these days, but on a bike this small and light they aren't really critical. The best thing we can say about these brakes is that they work, and the IT's main competition—the KDX200—could improve considerably by copying them.

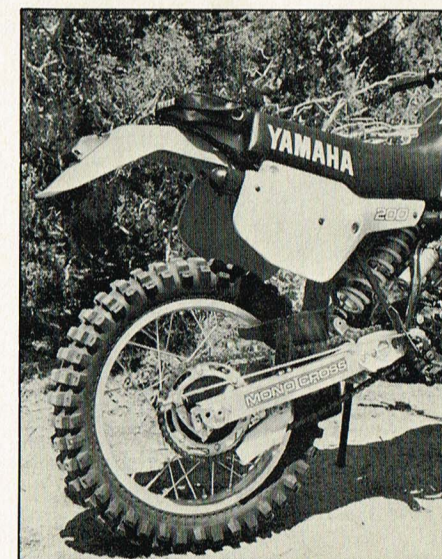
YAMAHA IT200N



The IT's 43mm forks definitely do the best job in the 200 class. They are plush, strong, and flex-free.



No major changes to the engine; the most noteworthy alteration came from using fiber reeds instead of steel ones. Still, power is good—torquey and responsive.



A monocoque rear end is almost infinitely adjustable, but most riders will be more comfortable with the heavier spring.

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YAMAHA IT200N

BITS AND PIECES

One small part of the IT that we universally hated was the kickstand. We all have size 10 feet, and when we have our left foot in the right place on the peg, the heel of our boot rests right on top of the kickstand shaft. In this position the kickstand is forced down every time you stand up, and suddenly there's this *thing* sticking down below your foot, banging on the rocks. A redesign is needed here.

The stock tires will work well in situations where traction is not a problem, but if hard-baked ground makes up a major part of your riding area, you will hate these IRCs. Use something like Metzeler or Dunlop, and the IT's manners will improve immensely.

The kickstarter is designed for easy kicking, and the bike doesn't usually take more than two kicks to get going. The clutch pull is very light, making aggressive riding all that much easier. All the controls are good—nothing special, but smooth working.

Light weight! Only 211 pounds with no gas in the tank is what our scales read with the IT aboard, which is six pounds lighter than the KDX200. You can feel the light weight; it really adds to your fun.

Once again, we can't finish without praising the Yamaha owner's manual. It is one of the best manuals available anywhere and will tell you everything you need to know about tuning, adjusting or repairing the bike. They could charge you ten bucks extra for this book and it would still be worth it.

FAST, LIGHT AND FUN

Problems: You need to pay close attention to setup in order to assure good steering. The tank is a little fat. The kickstand gets in the way.

Pluses: It's light. The powerband is wide and easy to control. The forks are perfect; the rear is good once you set it up properly.

The verdict? We like it. The IT is the lightest 200cc bike you can buy, and it has the most controllable power delivery we've ever seen on a small bike. It will make a good enduro bike and an excellent machine for trail-riding, and as long as you like the color blue, you have three good reasons to buy one. □



YAMAHA IT200N

Engine type	2-stroke, reed valve	Tire size and type:	
Bore and stroke	66mm x 57mm	Front	90/90-21 IRC
Displacement	195cc	Rear	120/90-18 IRC
Carburetion	34mm Mikuni	Suspension, type and travel:	
Factory recommended jetting:		Front	43mm Kayaba forks, adj. comp. damping, 270mm (10.62 in.)
Main jet	330	Rear	Yamaha Monocross, adj. reb. damping, 270mm (10.62 in.)
Needle jet	P-6	Intended use	Off-road, enduro
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Pilot jet	55	Retail price, approx.	\$1799
Slide number	2.0	Distributor/Manufacturer:	
Fuel tank capacity	11.0 L (2.9 gals.)	Yamaha Motor Corp., USA	
Lubrication	Pre-mix	6555 Katella Ave.	
Gearbox ratios:		Cypress, CA 90630	
1	2.750:1	Overall rating of bike, keeping intended use in mind:	
2	1.857:1	Handling	Good
3	1.500:1	Front suspension	Excellent
4	1.250:1	Rear suspension	Very good
5	1.080:1	Power	Excellent
6	0.875:1	Cost	Excellent
Gearing, front/rear	12/44	Attention to detail	Good
Ignition	CDI	Effectiveness, stone stock	Very good
Recommended spark plug	NGK B8EG		
Silencer/spark arrester	Yes/yes		
Wheelbase	1440mm (56.69 in.)		
Ground clearance	345mm (13.58 in.)		
Seat height	925mm (36.41 in.)		
Rake/trail	28°/115mm		
Wet weight, no fuel	211 lbs.		

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.

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CR60/80	\$4.50—\$6.06
CR125	6.06—6.92
CR250R	6.68—8.06
CR450/480/500R	5.63—6.81

CLUTCH CABLES

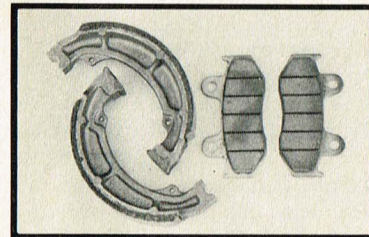
CR60/80	\$4.86—\$6.06
CR125R	6.92
CR250	6.41—7.75
CR450/480/500R	6.46—7.63

FRONT BRAKE CABLES & HOSE

CR60/80R	\$5.89—6.70
CR125R/250R	5.62—6.83
CR450/480R	5.62—6.83
CR125R/250R/500R brake hose	34.59—37.19

GENUINE HONDA SHOP MANUAL

CRS	\$16.60—\$20.75
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CR125/250/450/480	(Each) 5.30—7.95
(Specify F or R)	
CRs, XRs, ATCs	\$16.60—\$20.75

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CR brake levers	\$5.25—\$11.00
CR clutch levers	5.25—11.00

PERCHES

CR clutch	\$8.28—\$12.85
CR brake	8.26—12.85

SHIFT LEVERS

CR60/80R	\$14.38—\$18.60
CR125R	19.51—21.73
CR250R	20.20—36.29
CR450/480/500R	20.20—36.29

FORK SEAL KITS

CR60/80R	\$8.50—\$9.90
(Each seal & wiper)	
CR125	8.50—10.70
(Each seal & wiper)	
CR250/450/480/500R	8.00—10.00
(Each seal & wiper)	

CLUTCH PLATES

CR50/80R	(Each) \$4.15
CR125R	(Each) 4.41—4.95
CR250/450/480/500R	(Each) 3.35—4.96

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CR250/450/480/500R	(Each) 27.81—30.87

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CR125/250R	(Each) 21.65—22.79

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CR125R	19.36—45.50
CR250/450/480/500R	19.33—36.29

FENDERS, REAR

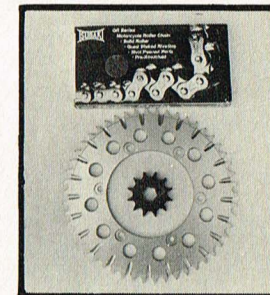
CR60/80R	\$11.88—\$32.51
CR125R	17.16—32.51
CR250/450/480/500R	17.16—32.69

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CR125-250-Open	26.95—42.95

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