

LIME-GREEN LIMELIGHTER



BUILDING THE FREDETTE REPLICAKDX

Adding the personal touch

By the Staff of DIRT BIKE



We limited the motor mods to a pipe and silencer change. The Krause Kannon chamber helped to beef up the low and mid-range performance and delivered a slightly stronger hit on top as well.



An Answer Products silencer/spark arrester weighs only a fraction as much as the stock unit and helps a bit in the performance department, too.

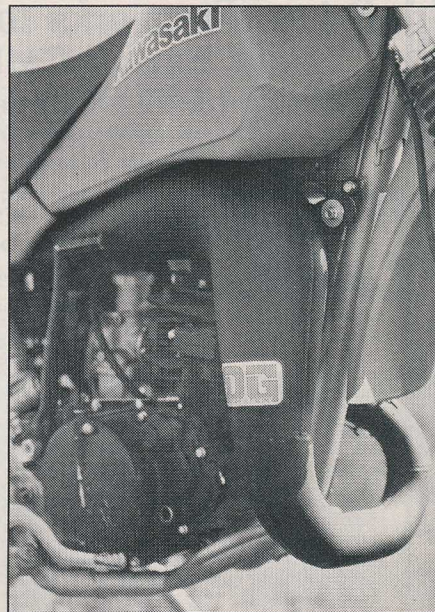
Improving on Kawasaki's 1986 KDX200 isn't an easy task. In fact, most of the "improvements" we've seen or heard of are really nothing more than refinements to an already excellent machine. Surprisingly, even the acknowledged master of the lightweight class, Kawasaki's own Jeff Fredette, finds that altering the machine for top performance is more a matter of tailoring the machine for personal preferences than a process of major modifications. To better understand this, it's only necessary to look at the attributes of the stock motorcycle: It's relatively light, well-suspended, and powered by the closest thing to an ideal small-bore enduro engine ever to roll off an assembly line. When you throw in a rock-solid record of reliability, you begin to realize the difficulty of improving the mix. Of course, the KDX still isn't perfect, so we spent some time with Jeff to learn a few of his favorite tricks for improving the lightweight woods weapon. Here's how Jeff outfits his personal machine for those double-A battles.



Jeff suggests changing the stock fork oil to five-weight, and setting the oil level at six inches from the top with the spring out and the tube collapsed. Once the bike is set to Fredette's recommendations, it delivers a more predictable, fine-tuned level of performance.



◀Team Kawasaki's Jeff Fredette and his KDX200 are the duo Team Husky fears most. But, whether you're going for the National Enduro title or just out for a fun trail ride, Jeff's KDX mods will help give your green more sting.



We also tried DG's KDX pipe, which improved the overall power delivery over stock. While it was a tad weaker than the Krause pipe in low-end grunt, it did pull a bit harder on top end. □

FOR MORE INFORMATION:

Fredette Handsaver Handguards: 17841 67th Ave., Tinley Park, IL 60477; (312)532-3904
SideWinder Sprocket: Krause Racing, 111 Fairbanks St., Addison, IL 60101; (312)543-6696
Krause Kannon Pipe: Krause Racing, 111 Fairbanks St., Addison, IL 60101; (312)543-6696
Answer Products handlebars/spark arrester silencer: 27967 Beale Ct., Valencia, CA 91355; (805)257-4411
Metzeler tires: 144 Railroad Ave., Suite 215, Edmonds, WA 98020; (800)433-3960
DG exhaust pipe: DG Performance, 1230 La Loma, Anaheim, CA 92806; (714)630-5471



◀Be sure to duct-tape the gap between the rear fender shroud and the airbox. Without this mod, you'll end up sucking water at every puddle and stream crossing.



Fredette Handsavers do an excellent job of keeping your fingers intact, allow enough room for maneuverability, and are, of course, highly recommended by Jeff.

Jeff makes a small aluminum bracket that bolts directly to the stock KDX chain guide. It strengthens the entire unit and keeps things from bending out of shape. Fredette plans on selling these items if there's sufficient demand. Fredette recommends using a SideWinder rear sprocket and an Izumi O-ring chain for maximum performance and longevity. ▶

