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YZ400F vs. 250 SHOOTOUT CHAMP:
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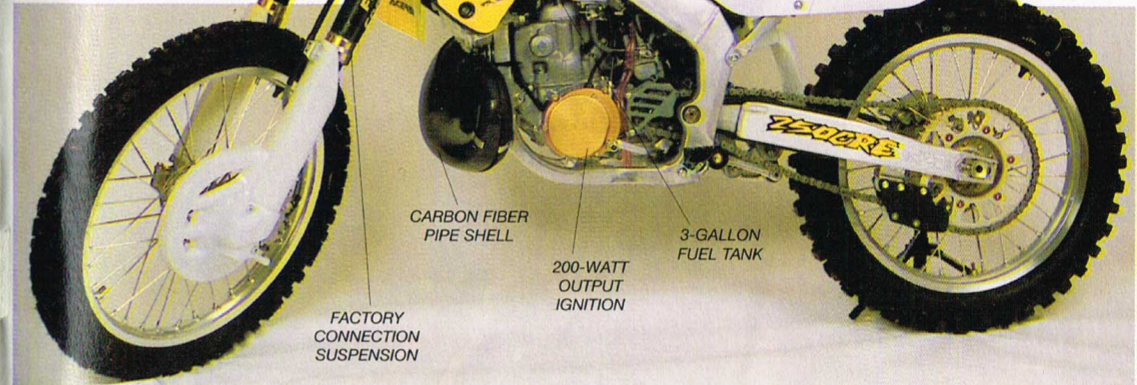


WPS 34355
DIRT BIKE

DIRT BIKE

SUPER
OFF-ROAD HOP-UPS

MARCH 1998



- **HONDA**
CRE250
- **KAWASAKI**
KXE250
- **YAMAHA**
WRE250
- **SUZUKI**
RME250
- **SUMMERS'**
XR250R

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ISSN 0364-1546



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CODE NAME/ "JAVELIN"

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Randy Hawkins
code name: Javelin

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WR400F™

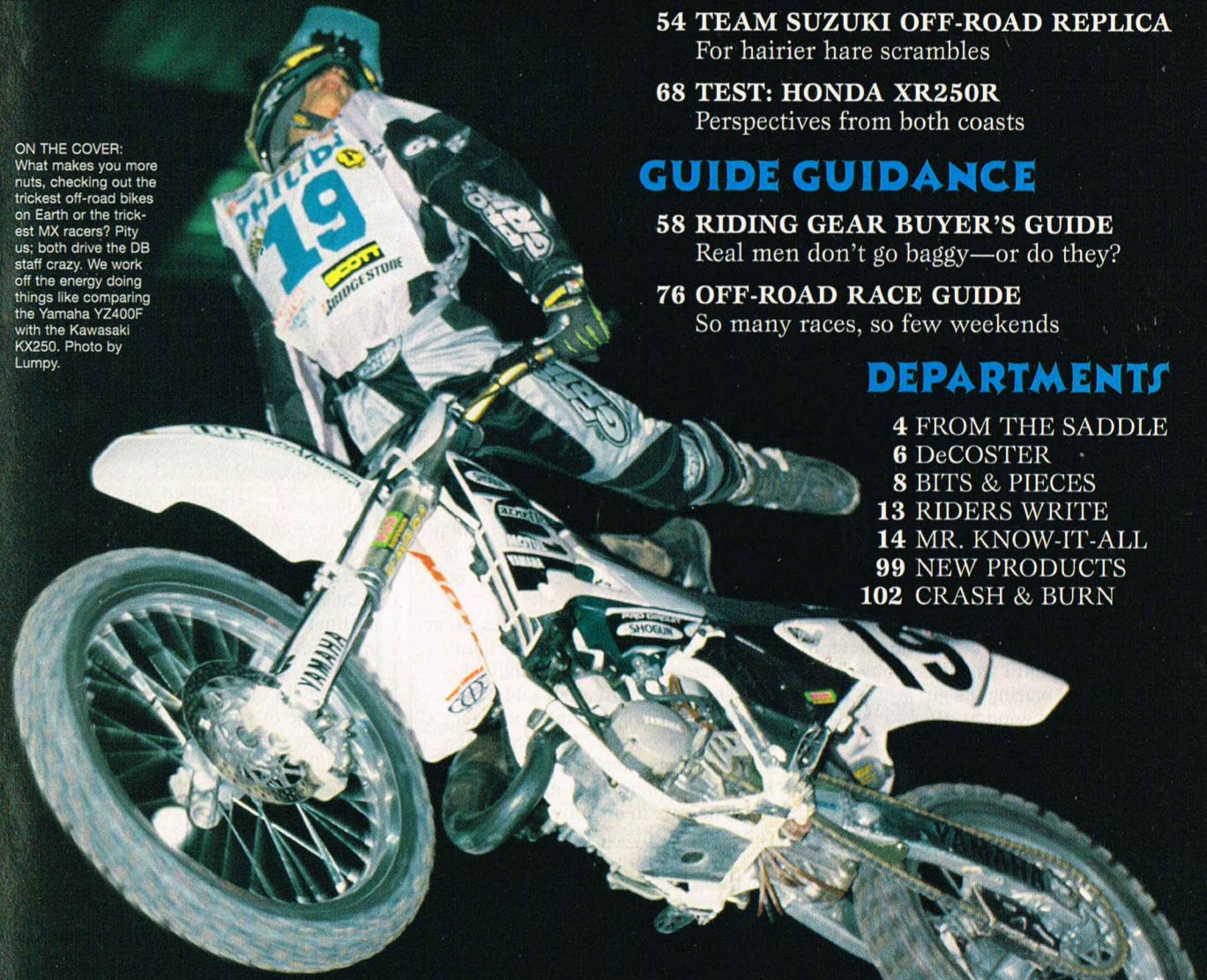
YAMAHA

1998 WR400F model not available in CA. Photographed using a highly skilled professional rider. Do not attempt these maneuvers. © 1998 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long pants, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For more information regarding the MSF rider course, call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. Visit our website at www.yamaha-motor.com.

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ON THE COVER:
What makes you more nuts, checking out the trickiest off-road bikes on Earth or the trickiest MX racers? Pity us; both drive the DB staff crazy. We work off the energy doing things like comparing the Yamaha YZ400F with the Kawasaki KX250. Photo by Lumpy.



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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. *Dirt Bike* does all of its testing and photography legally on public land, or private land with permission from the owner(s), and we abide by the local laws concerning vehicle registration and muffler/spark arrestor requirements. We are not responsible for quality of aftermarket accessories we use.

FROM THE SADDLE

Better ammunition By Ron Lawson

We dirt bike riders are pretty lucky. We have dumb enemies. If they were smart, they could really do some damage. If any of us were to defect, we could think of five reasons motorcycles stink for every reason they come up with. For example, out here on the West Coast, people say that dirt bikes are bad because they are responsible for the L.A. smog. Very weak attack. On any given day, Harry the Hairy Citizen will see 44 city buses belch out a cubic ton or two of black smoke apiece, but won't see one dirt bike in the L.A. basin. Back East, people say that motorcycles make the woods ugly. States like Massachusetts even have Environmental Police who spend 90% of their time chasing dirt bikes. Harry sees 50 old refrigerators dumped along powerline roads and must wonder if that time could be better spent chasing dumpers.

No, all their reasons for hating dirt bikes are pretty stupid. But if I were to take Harry C. to a motocross or an off-road race, a great variety of reasons would be obvious. Such as:

Dirt bikes make you ugly. Is there any other activity that can do that helmet thing to your hair? I've thought about dipping my head in fiberglass resin, letting it harden, then cutting out my helmet foam to match. Not only would my helmet fit better and therefore be more safe, but I would never again worry about scaring the girl at the Taco Bell drive-thru window after a moto. Show the average citizen before and after pictures of any of us, and there's one great reason that dirt bikes stink.

Dirt bikes make you stupid. If you don't think so, then just wait at the finish line at the Laughlin Hare Scrambles. Ask each rider three questions: What is your name? What day is it? What planet are you from? The first-place guy will get all three right. The next guy will get two of three. By the time you get to the middle of the pack, most riders will give you the name of the first-place guy, say that it's Tuesday, three years ago, and won't know what a planet is. The last ten or twenty guys won't understand the English language—or, unfortunately, any other language.

Dirt bikes make you poor. Name another sport that can convince you that you need a new bike with upside-

down forks (so you can go faster) one year, then convince you need a new bike with conventional forks the next (so that you can go faster still)? Name another sport that can convince you to trade in your four-stroke on a new two-stroke one year (so you can go faster), then convince you to trade in your new two-stroke on a newer four-stroke the next (so you can go faster still). Name another sport that could, at one time in history, convince you it's stylish to wear white clothes as you plunge into a bottomless mud-hole. Name another sport that can make you leave your

\$30,000 sport utility vehicle outside in the rain because your \$5000 dirt bike needs the *whole* garage? This relates back to the last point about dirt bikes making you stupid.

Dirt bikes make you single. Or at least they certainly don't contribute anything to a happy married life. Remember the T-shirts that said, "She says if I go riding one more time, she's leaving" on top and "I'm gonna miss her" on the bottom? There's a little too much truth there. Face it: if your goal is to participate in an activity where you can pick up chicks, your odds are much better snow skiing, surfing or just about anything else. In fact, you would probably meet more women if your sport consisted of mapping polar ice caps by foot.

Dirt bikes make you sore. Why is it that no matter how much you train, you still hurt all over after every ride? Do veteran waitresses get sore feet? Do Japanese chefs get sore fish-cutting muscles? Yet every time I go on a long ride, I discover a new muscle that, evidently, is crucial to dirt bike riding, and that I've never used before. One week it's somewhere in my back, the next it's in my right calf, the next it's my left eyebrow. Maybe they rotate after a while, but seeing as how the human



body has over 500,000 separate muscles, it might be a while before I start over again.

Dirt bikes cause you pain. Some people think a broken leg hurts. That's nothing compared to the pain of dropping your bike in the garage and denting your brand new Pro Circuit pipe. Or the pain of seeing a puddle of oil under one of your fork legs. Or the pain of tearing a new seat cover. When your bike hurts, you hurt.

There are lots of other reasons dirt bikes stink. No one has ever gotten a good tan riding a dirt bike; no one has ever cured cancer, promoted world peace or discovered the secret to life while riding a dirt bike and very few people have ever gotten rich riding dirt bikes (play the lottery, your odds are better). If we showed all these things to the average Joe, we could do much more damage to the image of motorcycling than anything that the environmental nuts could dream up. So why would anyone ride a dirt bike, anyway? It's only a good sport for those of us who are born ugly, stupid, broke, single, perpetually sore with bad tans and have no chance of ever contributing anything useful to society anyway. I think there are a lot of us. □

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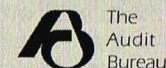
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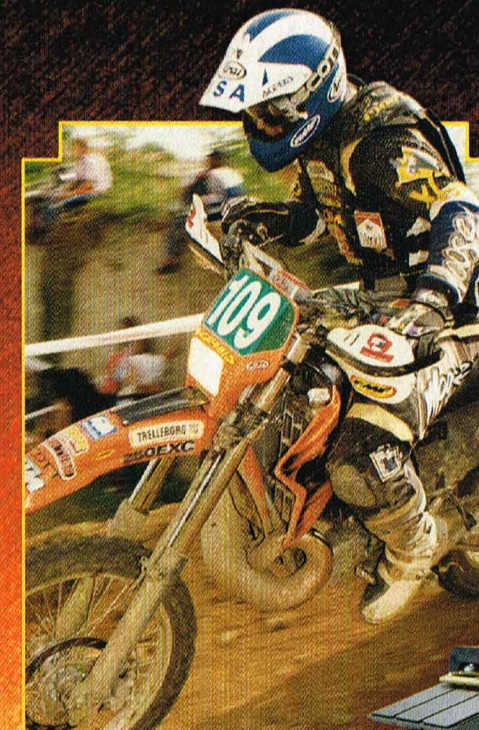
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The bad with the good By Roger DeCoster

Not only is another year of racing about to begin, but a new *millennia* is upon us. Already, there are racers with contracts that reach into the year 2000 and beyond. We get so involved with the day-to-day intricacies of racing that time rushes by almost unnoticed. Perhaps now, at the start of the '98 season, we should stop and look at the good and bad trends in motocross, and ask ourselves if this is the direction we should be heading as we enter the next 1000 years.

Good: The fans. There are a lot of them. Both supercross and outdoor attendance were up last year. Everyone has his own pet theory about this. Some people say it was because the racing action was better than average last year. Some say the economy was better and that all forms of motor racing did well. Maybe there are a lot of riders from the '70s who are encouraging their kids to get involved. Maybe between good TV coverage and good promotion, people are beginning to realize that there's more to watch than ball sports. I tend to think it's a combination of all these reasons.

Bad: The tracks. National tracks are becoming too much like supercross, and supercross tracks are too standardized. Years ago, when the crowds weren't so big, outdoor promoters began making supercross-like sections. I was probably guilty of this myself when I promoted a few 500 Nationals at Glen Helen. But making a good track is harder than ever. Today's motocross bikes require more challenging terrain because they have such good suspension. Unless it's very well done, an old-fashioned natural-terrain track might be a little boring; riders will complain if there aren't some supercross jumps. Also, it seems that any real speed has become a no-no. The FIM even has a rule which states that the average speed at a GP can be no more than 31 mph. In supercross, we see tracks built from the same assortment of obstacles, week after week. Some of this standardization is the result of the effort to make safer tracks, but more is a result of a lack of creativity. I know it's easier to criticize than to come up with solutions, but with all the bright people involved in this sport, I would think that we could come with some new ideas, which would make for more

diverse results and better racing.

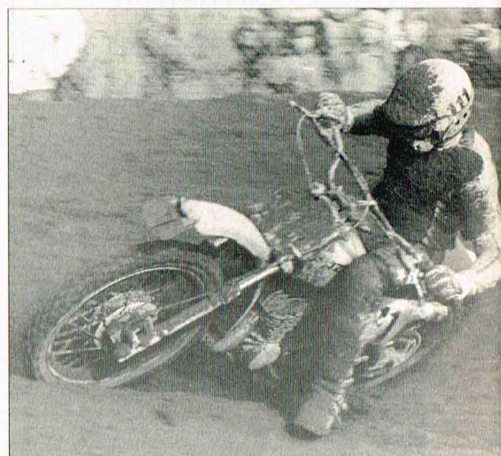
Good: The coverage. The supercross series, in particular, has had great TV coverage. This is a far cry from the old days when a network would try to cover a race with one camera. All the action is caught on film, and I think it makes for an excellent show. Between ESPN 2, *Speedworld*, *Hard Copy*, etc., we can watch some kind of MX racing several times a week here in the U.S. In Europe, Eurosport and other networks give fans an excellent choice.

Bad: Being grouped with extreme sports. There's a general tendency to lump motocross in with extreme sports. Advertising agencies, in particular, seem to make the connection a little too easily, whereas they would never treat NASCAR the same way. Motocross has a long, rich history dating back over 50 years, and being associated with new-wave sports and daredevil activities can only detract from our legitimacy.

Good: The riders. Many riders today are acting more professional than ever. The riders today are expected to do many things that only a few of us did in the past. For example, here is our schedule for the first week of the '98 racing season: Wednesday, media training in the morning; photo shoot in the afternoon; open house at a dealership in the evening. Thursday, press day at L.A. Coliseum. Friday, practice in the morning; dealership appearance across town in the afternoon. Saturday, riders meetings, autograph sessions, pit tours all eat up the riders time in between practice and heat races. In that week they still need to find time to test the new race bike and get some training done.

Bad: The riders. Some riders develop a poor attitude. Privateers amaze me when they say they don't have enough money for a new chain, yet I see them wearing \$100 sneakers. They tell me they need a new cylinder to go racing, but they have a \$300 helmet paint job. I hear them insisting that it's important to have fun, not to get too carried away with serious training. In my day, we thought the racing itself was the fun part. And if you trained hard and won, it was even more fun. I guess we had it all wrong.

Good: The resurgence of Europe. It's good for the sport that Europe is making a comeback. The more areas worldwide where the riding level is high, the better. This means the sport is bigger and we have more credibility. The fact that the U.S. team didn't win



the Motocross des Nations last year (or, for that matter, three out of the last four years) can only make us better. There are certainly more than one or two reasons for the poor U.S. showing. Supercross-style tracks in the U.S. make our riders uncomfortable at higher speeds. Some obstacles, like off-camber turns, have practically disappeared from our Nationals. American riders are very good on tracks where having rhythm is more important than having speed and grit. Think of the '97 des Nations as a wake-up call.

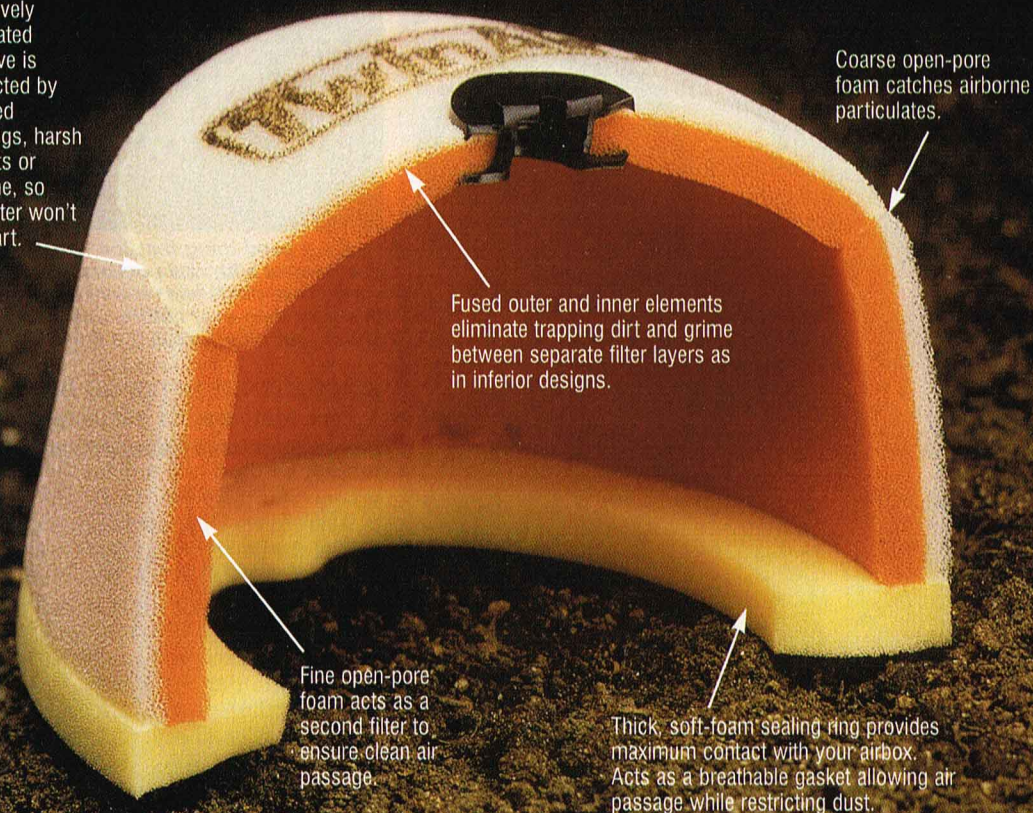
Bad: Bike sales in Europe. Even here in the U.S., motocross bike sales are nothing compared to what they were in the '70s. In recent years, the number of sales here have stabilized at a figure that is, at least, respectable. But in Europe, where the population is greater, the number of bikes sold is far less. The rest of the world is insignificant. The future of our sport depends on the number of new riders that are attracted to it every year.

Good: Private teams. There are more professional motocross teams appearing at the races than ever before. While most of them do depend on some factory involvement, it's still a good trend. This way the entire survival of the sport doesn't fall directly on the shoulders of four or five corporate teams.

There are more good and bad trends, certainly. Overall, though, I have to say that I'm pleased with the state of motocross. More and more Americans have accepted our sport as a legitimate part of American life. It's certain that motocross will continue to be a healthy sport well into the 2000s. And with a little luck, maybe someone will be able to make criticisms about motocross at the start of the *next* millennium. □

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"It's good enough for Jeremy McGrath, is it good enough for you?"

BITS & PIECES

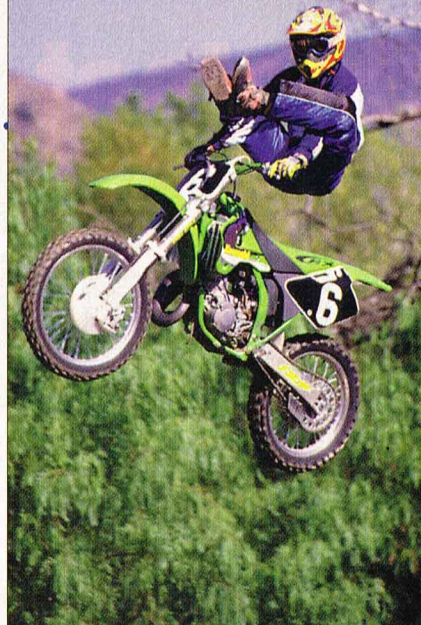


XR400R GOES MOTO

A-Loop Offroad may be a leader in off-road modifications for motocross bikes, but it goes the other way as well. As more and more XR400R riders convert their thumpers for motocross, A-Loop president **Pete Denison** recognized that the bulbous XR tank and soft seat aren't the hot setup for railing berms. So A-Loop embarked on developing a motocross seat and tank kit for the XR to give it a more CR-like layout. Denison started with CR250R seat

While many thumper fans are lining up for the new YZ400F, others are looking for ways to make the XR400R more competitive. A-Loop's new motocross seat/tank kit gives the XR400R a thinner and flatter midsection for carving.

foam and shrouds and made a 2.3-gallon tank and seat base from scratch. The \$449.99 kit uses the stock XR petcock and hardware and has the capability for using two petcocks. Graphics are by One Industries. Contact A-Loop at (303)791-0035.



It's a good thing that the new baggy gear comes with real pockets, because supercross pilots will receive more cash this year than ever before. Just don't ghost your bike across the finish line!

SX CONTINGENCIES GO BIG

Pace Motorsports announces a 25% pay increase to Supercross racers for '98! Of the \$1.25 million that Pace is contributing to the '98 Toyota/Thor/Parts Unlimited Supercross Series, the per-round purses have been increased 10% (\$55,000 per round) and the series points fund is more than doubled (from \$100,000 to \$217,500).

Jeff Emig picked up \$15,000 from Pace for winning the '97 title, but whoever wins the '98 plate will pocket \$100,000! Second pays \$25,000 and third is \$20,000. Also, privateers profit, as the top non-factory rider at each round will receive \$5000 in addition to event bonuses. The privateer fund now totals \$75,000, the 1-900-PRO-RACE Holsehot Award will be \$1500 per round and the Vegas 125cc East/West Shootout purse will be \$25,000.

With a plethora of baggy-gear companies entering the mix, **SMP** raises the supercross stakes with its own contingency program. In 250cc supercross, SMP will pay \$10,000 to anyone wearing SMP gear who wins a main, \$8000 for second and \$5000 for third. For the 125s, SMP has promised \$5000 to the winner of a main, \$4000 for second and \$2500 for third. **Mike Jones** is an SMP rider for '98, as are **Tommy Clowers, Larry Linkogle, Doug DeHaan, Angelo Engrande** and **Jeff Tilton**. Go big!

◀ **Rolling Thunder** races into your living room this year on **ESPN2**, in addition to supercross, motocross, "Motoworld" and the **Pikes Peak Hillclimb**. We will pass on more info as it hits our plush, well-lit offices.



PRO HILLCLIMB SET FOR '98

AMA Pro Racing has released the '98 National Championship Hillclimb series schedule, and the top 540cc and 800cc pros will be launching it at 12 rounds this season to determine the class champions. The series will end in dramatic fashion at the 50th annual assault on the Devil's Staircase in Oregon, Ohio. **Paul Pinsonnault** will attempt to land his sixth pro hillclimb title, and newcomer **James Large**, a former motocrosser, will defend his 800cc plate. Large was huge in '97, winning the title in his first attempt.

1998 PRO HILLCLIMB SCHEDULE

| Date | Location | Contact |
|----------|-------------------|----------------|
| May 17 | Middlebury, IN | (219) 534-0704 |
| June 7 | Jefferson, PA | (717) 229-2621 |
| June 14 | Steel City, PA | (610) 258-3208 |
| June 21 | Avoca, NY | (607) 566-3662 |
| July 18 | Nashville, IN | (765) 538-3392 |
| July 25 | Haydenville, OH | (614) 594-6686 |
| Aug. 2 | Norton Shores, MI | (616) 728-4153 |
| Aug. 16 | Dansville, NY | (716) 335-2341 |
| Sept. 13 | Steel City, PA | (610) 258-3208 |
| Sept. 20 | Middlebury, IN | (717) 229-2621 |
| Oct. 11 | Oregonia, OH | (513) 263-9321 |

THE MONTH IN RACING IMPORTANT RACE & TELEVISION DATES

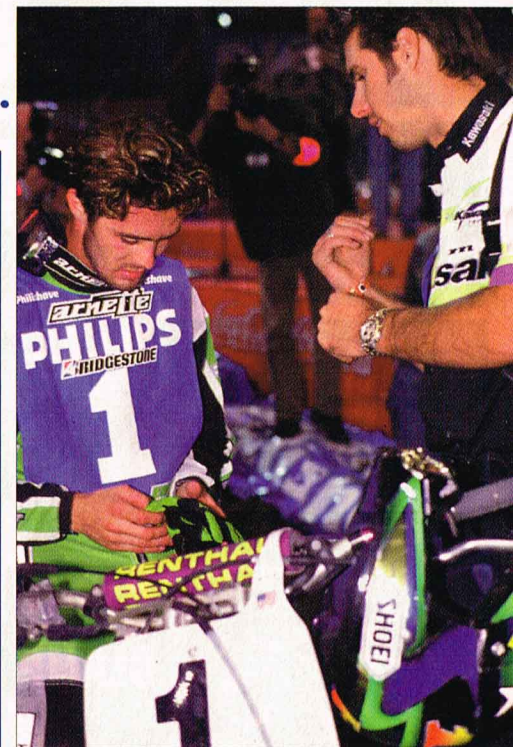
IMPORTANT RACE DATES

| Date | Race | Location | Contact |
|----------|--------------|-----------------|----------------|
| Feb. 21 | 250/125E SX | Atlanta, GA | (630) 963-4810 |
| Feb. 28 | 250/125E SX | Tampa, FL | (630) 963-4810 |
| Feb. 28 | Thunder Bike | Minneapolis, MN | (630) 963-4810 |
| Mar. 2/3 | GNCC | Okeechobee, FL | (304) 284-0084 |
| Mar. 7 | 250/125E SX | Daytona, FL | (904) 947-2700 |
| Mar. 7/8 | GNCC | Macon, GA | (304) 284-0084 |
| Mar. 14 | 250/125E SX | New Orleans, LA | (630) 963-4810 |
| Mar. 14 | Thunder Bike | Pontiac, MI | (630) 963-4810 |
| Mar. 15 | Nat'l Enduro | Phoenix, AZ | (602) 996-3801 |
| Mar. 21 | 250/125W SX | Minneapolis, MN | (630) 963-4810 |
| Mar. 22 | Hare & Hound | Murphy, ID | (208) 459-0910 |

TELEVISION AIRTIMES*

| Date | Race | Network | Eastern Time | Pacific Time |
|---------|------------|------------|-----------------|-----------------------|
| Feb. 24 | Indy SX | ESPN2 | 12:30-2:30 a.m. | 2/23 9:30-11:30 p.m. |
| Feb. 25 | WI Arena-X | Fox Sports | 7:00-8:00 p.m. | 4:00-5:00 p.m. |
| Feb. 27 | Atlanta SX | ESPN2 | 8:00-10:00 p.m. | 5:00-7:00 p.m. |
| Mar. 4 | CO Arena-X | Fox Sports | 7:00-8:00 p.m. | 4:00-5:00 p.m. |
| Mar. 4 | Atlanta SX | ESPN2 | 4:00-6:00 a.m. | 1:00-3:00 a.m. |
| Mar. 15 | Daytona SX | ESPN2 | 3:00-5:30 p.m. | 12:00-2:30 p.m. |
| Mar. 20 | Daytona SX | ESPN2 | 1:00-2:30 a.m. | 3/19 10:00-11:30 p.m. |
| Mar. 22 | Daytona SX | ESPN2 | 4:00-6:00 a.m. | 1:00-3:00 a.m. |

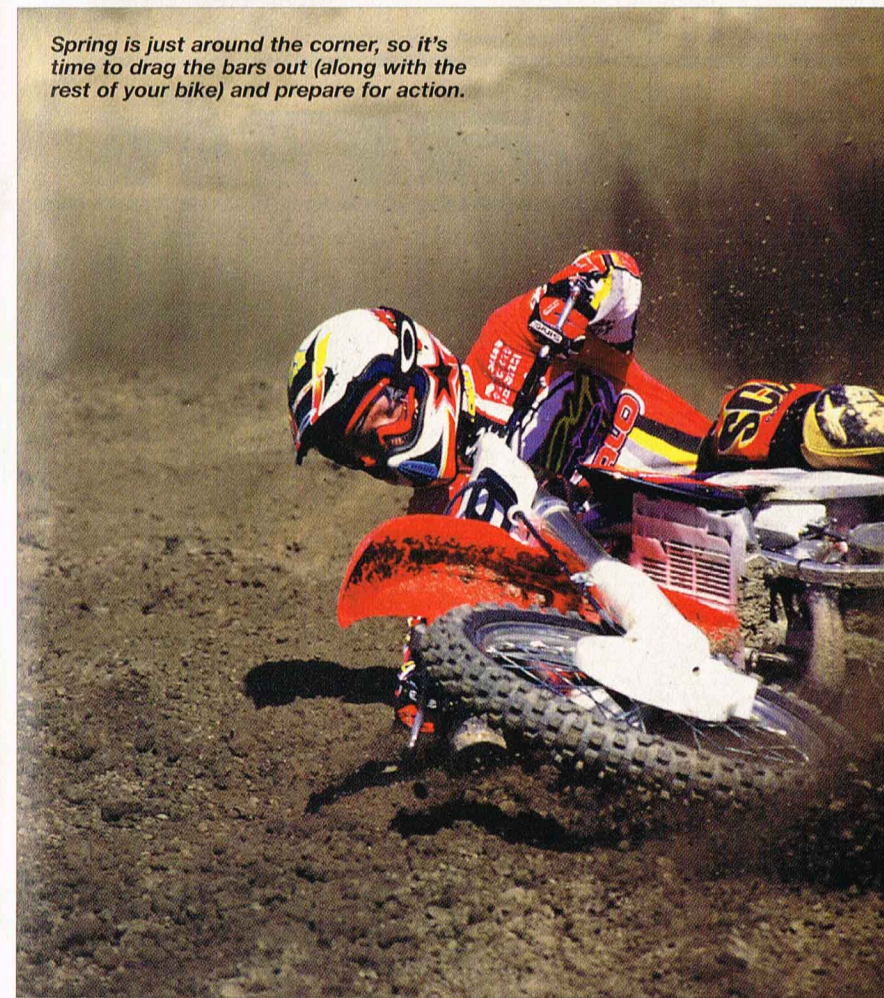
*Times are subject to change, so check local listings.



Jeff Emig may let a cuss word slip out occasionally on the podium, but he's a good guy and a great ambassador for our sport.

RIDER OF THE MONTH JEFF EMIG, PRO ATHLETE OF 1997

• **Jeff Emig** recently had the **American Motorcyclist Association/Speedvision Pro Athlete of the Year Award** bestowed upon him for his dual-championship '97 season. The four-time AMA Pro champ and six-time MX des Nations team member beat out MBNA Superbike champ **Doug Chandler**, world speedway champ **Greg Hancock**, world Superbike champ **John Kocinski**, 600cc SuperSport champ **Miguel Duhamel** and eight-time grand national dirttrack champ **Scott Parker** for the prestigious award. Also, during the "off season," Emig picked up the King of Bercy crown at the Paris Supercross. However, that's not why we chose Jeff for *Dirt Bike Rider* of the Month. Emig was the only top rider to attend the Glen Helen benefit for fallen rider **Mike Young, Jr.** The practice day/barbeque was held less than one week from the beginning of the '98 racing season, and Emig took time out from his hectic schedule to ride, sign autographs, answer questions and pick the winning tickets in a fund-raising raffle. If you would like to join Jeff in philanthropy, send donations to the Mike Young New Life Fund, 1042 N. Mountain Ave., B #361, Upland, CA 91786. •



Spring is just around the corner, so it's time to drag the bars out (along with the rest of your bike) and prepare for action.

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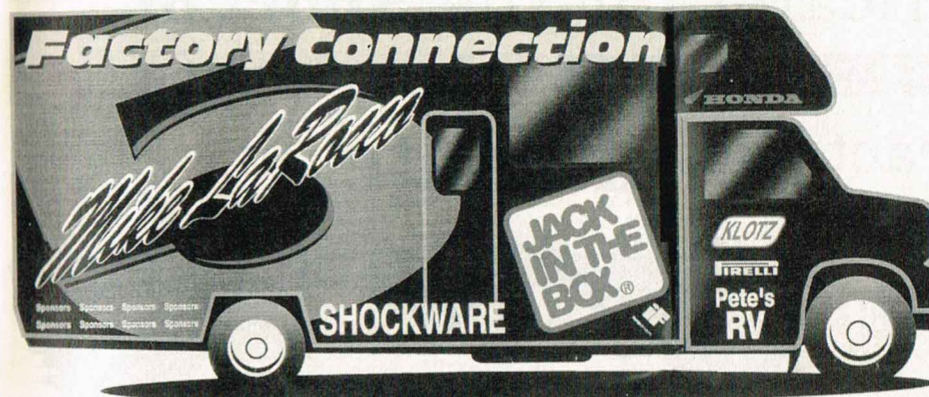
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BITS & PIECES



◀ It's no coincidence that Mike LaRocco's hauler looks very much like Dale Earnhardt's NASCAR rig. The more professional we look, the more we will attract bigtime sponsorship.

SHORT SHIFTS NEWS FROM INSIDE THE PITS

• Outside sponsors are big news for the '98 race season, and more aftermarket teams reflect our sport's strong health. One such team is **Factory Connection/Honda**, which will support **Mike LaRocco** in 250 supercross and motocross with sponsorship from **Jack In The Box**, **Shockware** (a computer software firm that produces suspension data acquisition equipment) and **Pete's RV Center**. Factory Connection has also renewed an agreement with Showa to distribute the suspension giant's Works Internal Upgrade Kit. The kit uses the stock fork tubes and springs but upgrades the internals (and fork cap) to works standards. Call (800) 221-7560 for info and pricing. Factory Connection valves LaRocket's kit suspension.

MORE 1998 BIKE NEWS THE OLD, THE NEW & THE JUST PLAIN WEIRD

• We just received some exciting news about two old brand names coming back to life—Husqvarna and Bultaco! The Italians have found a new distributor for Husqvarna in America, and motocross, off-road and dual-sport bikes will soon hit our shores once again. Husqvarna USA is at (215) 830-3300 in Pennsylvania, and we will bring you photos and information as soon as we get them. Also, a partnership is being formed among Brits, Italians and Spaniards to revive Bultaco. The plan is to produce trials bikes only at first then

expand as things get rolling (look for a feature on trials in the April issue).

BMW is also in the news, as its partnership with Rotax and Aprilia has produced the '98 F650, an "entry-level BMW" single with Paris-Dakar styling. Rotax's expertise went into producing a DOHC four-valve that cranks out a claimed 48 horsepower, and Aprilia kicked down weight-saving knowledge to the project. Still, the behemoth F650 weighs 421 pounds, so it won't be smoking any XR650Ls on single-track trail. •



The BMW F650 is a product of partnerships with Rotax and Aprilia. We wonder why James Bond rode a boxer twin in "Tomorrow Never Dies" when the F650 is so much more crusty for building-to-building leaps.



Three years before Honda released the aluminum perimeter-framed CR250R, Müller was selling its own aluminum MX125. The Müller sports Talon hubs, billet clamps, a Solva conventional fork, Ohlins shock and a 38mm PWK Keihin carb. Call (941) 566-9666.

And now, all **NEW** for 1998, a **COMPLETE** line of **lubricants** developed, tested and designed specifically for the **Sport of MOTO-CROSS**. Lubricants designed to extract the **ultimate** in **performance** under **EXTREME CONDITIONS**.

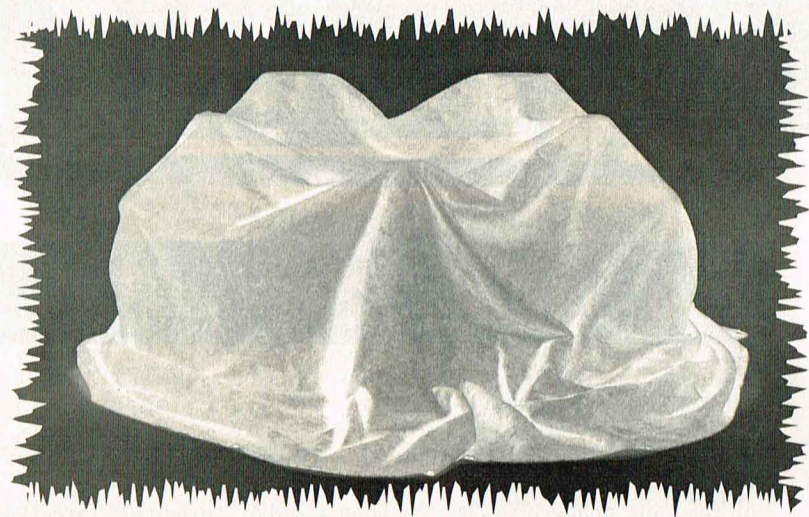
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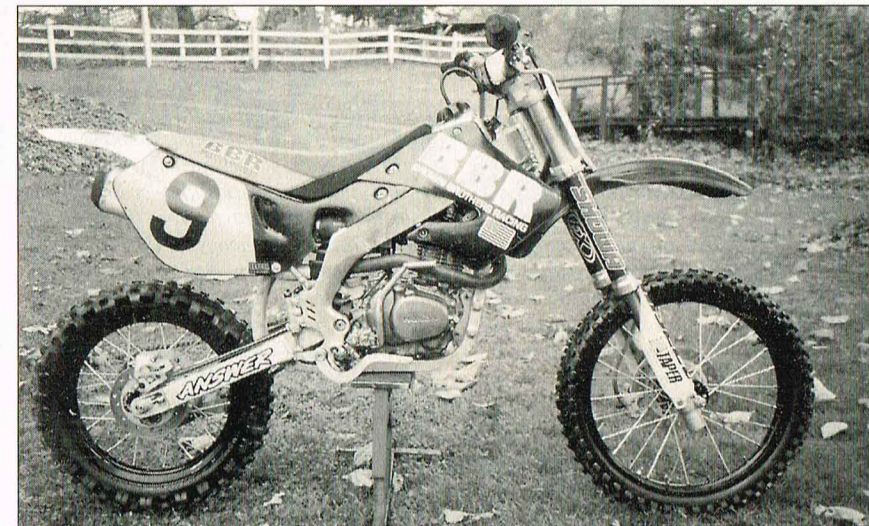
But to get a better **look** at them, you **have** to visit your **Spectro dealer. Now!**



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RIDERS WRITE



CR100F?

Dear *Dirt Bike*,

I have a Honda XR100. I'm looking for a bike the size of a Kawasaki KX100 but with a four-stroke engine. Will Yamaha ever build a YZ100F four-stroke?

Can you please publish Yamaha's address?

Danny Fitzgerald
Halifax, MA.

A 100cc, four-stroke Yamaha motocross bike may appear someday, but there are no definite plans for one now. If you want to urge Yamaha to get moving on the project, write to Yamaha Motor Corp., 6555 Katella Ave. Cypress, CA 90630. For the moment, BBR is the only source of small, ready-to-ride motocross thumpers. The new KX100-sized, XR200-powered BBR200 looks like what you have been craving. We hear it's a two-stroke 80 cater.

XRCIST NEEDED

Dear *Dirt Bike*,

I have a strong passion for riding. I love the sport. I have owned a lot of dirt bikes. I consider riding my dirt bike the meaning of my life. I love it. It's great. I just recently purchased a new XR250R. I wish you would do articles on the XR250 like you do on the XR600R. I saw one that told everything about that bike, what the best parts for it are, how to ride it better, even how to get more horsepower out of it. I am sure there are many XR250R riders who would like similar information for their bikes.

John Mintean
Lisbon, OH

It sounds like you may be enjoying your XR a bit too much already, but we

went ahead and did a special test and hop-up article on the 250 in this issue.

You might also want to pick up a copy of the January '98 issue of DIRT BIKE. There is plenty of interesting information about riding the 250 in the XR250, XR400, XR600 shootout.

ALRMIST REACTION

Dear *Dirt Bike*,

I own a '98 RM250. As you might imagine, I was stunned by the results of your 250 shootout. As you pointed out, the RM has excellent suspension. I've ridden friends' CRs and YZs with modified suspension and theirs aren't as good as mine. Like you said, the RM is the best-cornering 250 around. Where I race, the RM's power doesn't seem lacking in any way. Maybe the good cornering and suspension make up for the power. I haven't ridden all the 250s on the same track at the same time like you did. I just want to let people know that the RM works better on the track than it appeared to in your shootout.

Frank Leck
Sullivan, OH

The Suzuki gets around most tracks pretty well and some tracks incredibly well. That's how it managed to tie the CR for third place in the shootout's overall standings. Considering the way 250s have improved lately, we would say that's pretty good.

FREE RIDER

Dear *Dirt Bike*,

I was excited to see that ATK is looking for people to test-ride their dirt bikes. Are other motorcycle companies going to have programs like this? I imagine ATK will limit the amount of

time you can use their bikes, so I'm hoping to get rides on other brands of machines once I finish with the ATKs.

Roy Planton
Easton, CT

ATK's generous demonstration ride program is aimed at giving potential buyers a chance to experience its machines. The program is not intended to be a form of dirt bike welfare. At the moment, ATK is the only manufacturer offering test rides, but something might come up before you work your way through the ATK line.

TESTING & FAILING

Dear *Dirt Bike*,

I saw in your January issue that you were looking for people to test-ride the new '98 ATKs. Would I get to keep the bike after I test it? Do you announce when you are looking for riders for all the other bikes you test in *Dirt Bike*? Just put me down for being interested in testing any bikes you have.

Jesse Hamlin
Marietta, GA

If anything, Jesse, we will put you down for not being able to tell an advertisement from a major motorcycle manufacturer from a want ad. As far as keeping the bike you test on an ATK demo ride, we don't see any problem as long as you pay for it.

MOVING THE GOAL

Dear *Dirt Bike*,

When I first saw the Yamaha YZ400F in *Dirt Bike* I thought, yes, this is the bike I've been waiting for, a four stroke with Japanese reliability that is light and honestly fast in stock form. The only problem was, I couldn't stand to wait any longer. I was steamed that Yamaha didn't have the things at dealers the minute I heard about them. I figured I'd have to add lights and a bigger tank myself. Then I saw the WR400F in your January issue. It's the bike I was really waiting for all along. Now, I'm pumped that Yamaha didn't release the YZ400F sooner.

Troy Brown
Paso Robles, CA

We will discuss the WR400F's release date at some other time so we don't send you on another emotional rollercoaster ride. ☐

Address letters to:

Riders Write
Dirt Bike
P.O. Box 958
Valencia, CA 91380-9058

WORKS BIKE FOR A WEEKEND

Building McGrath's Paris SX winner from scratch

By Tim Tolleson

Wouldn't it be cool if you could buy a brand-new '98 YZ250, one that Jeremy McGrath rode to victory at the Paris Supercross? It may seem impossible, but some lucky Frenchman did just that!

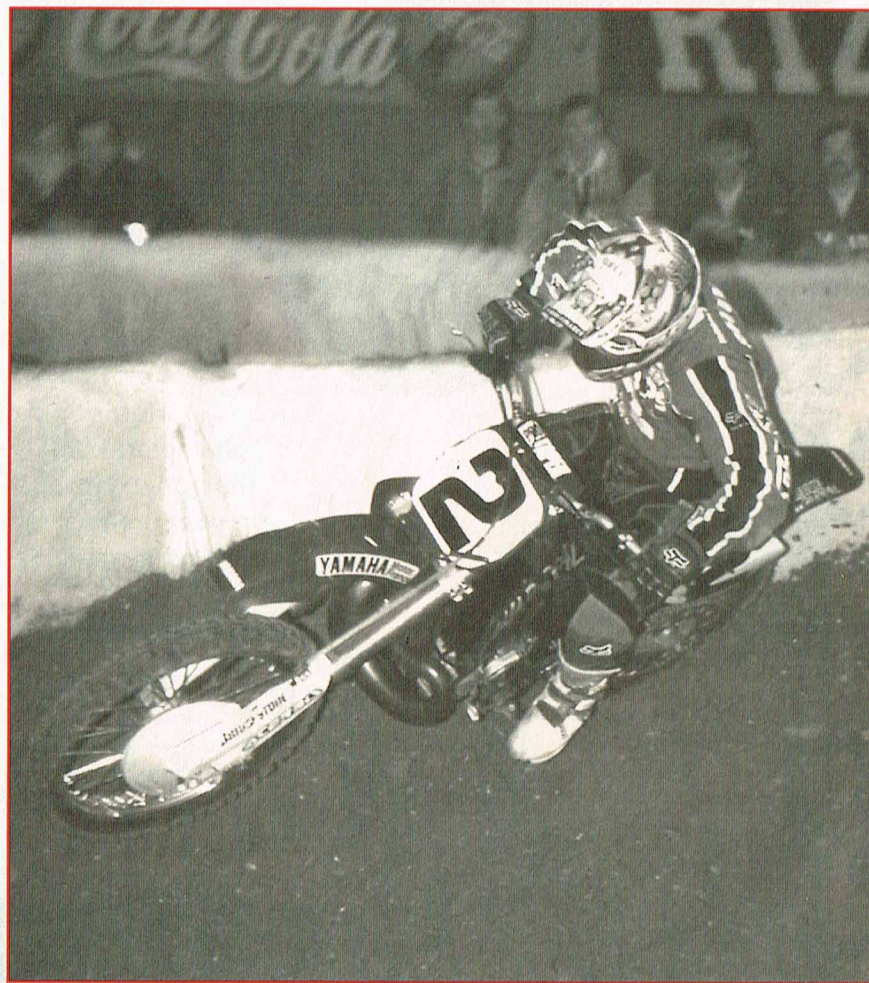
When the Americans come to Europe or Japan for the end-of-year World Supercross rounds, local distributors supply a stone-stock bike, and the Americans bring over the parts to build a works bike for the weekend. After the racing is done, the mechanics put them back to stock before heading to the next round. That's the way it goes for Honda, Suzuki and Yamaha guys; Kawasaki ships bona fide SR250s over for Jeff Emig and Damon Huffman. We thought it would be fun to put the conversion on film and paper, so you could see what it's like to build a works bike for the weekend. We hung out with McGrath's new wrench, Randy Lawrence, to record the transformation.

A WORKS BIKE IN 4 HOURS

Yamaha France supplied McGrath with a brand-new YZ250 for the three nights of Bercy, and Lawrence took delivery some six hours before practice began. "It's great when the bike is here on time," Randy joked. "In Madrid I didn't get the bike until 2:30!"

McGrath won, despite the rushed job in Spain.

Lawrence began the transformation in Paris by removing the stock YZ's tank, shrouds, handlebars, subframe, carb and pipe. Then he removed the stock shock, ignition and complete engine. By the time he was done stripping off production parts, only the frame, upper headset bearing and race, front wheel, kickstarter, shift lever, footpegs, coil, black box, kill switch, plastic, airbox, swingarm, swingarm pivot, rear axle, rear wheel, chain guide and complete rear brake assembly remained. Ev-



erything else went into a big pile inside the Yamaha France hauler.

Each time Lawrence removed an OEM part, he replaced it with a trick unit from his luggage. Randy brought a sano aluminum box containing Jeremy's works engine. Although we had seen McGrath and Windham testing factory-tweaked '98 YZ250 engines in Corona, Jeremy showed up in Paris

When our top riders go abroad for off-season races, bikes are supplied from a local distributor or shop. Riders bring parts to make the stocker a works bike for the weekend. Watch the metamorphosis!

At Paris' Bercy Supercross, Randy Lawrence spent more time building McGrath's works bike than Jeremy actually spent racing it. ►



WORKS BIKE FOR A WEEKEND



◀ Jeremy guards his works-bike-in-a-box while Randy Lawrence drops serious coin to get the hardware onto the plane. It will cost \$500 for the overweight "luggage."

With shipping tags still on the '98 YZ250, Lawrence begins stripping parts like a madman so that he will be done building the bike before practice. ▼

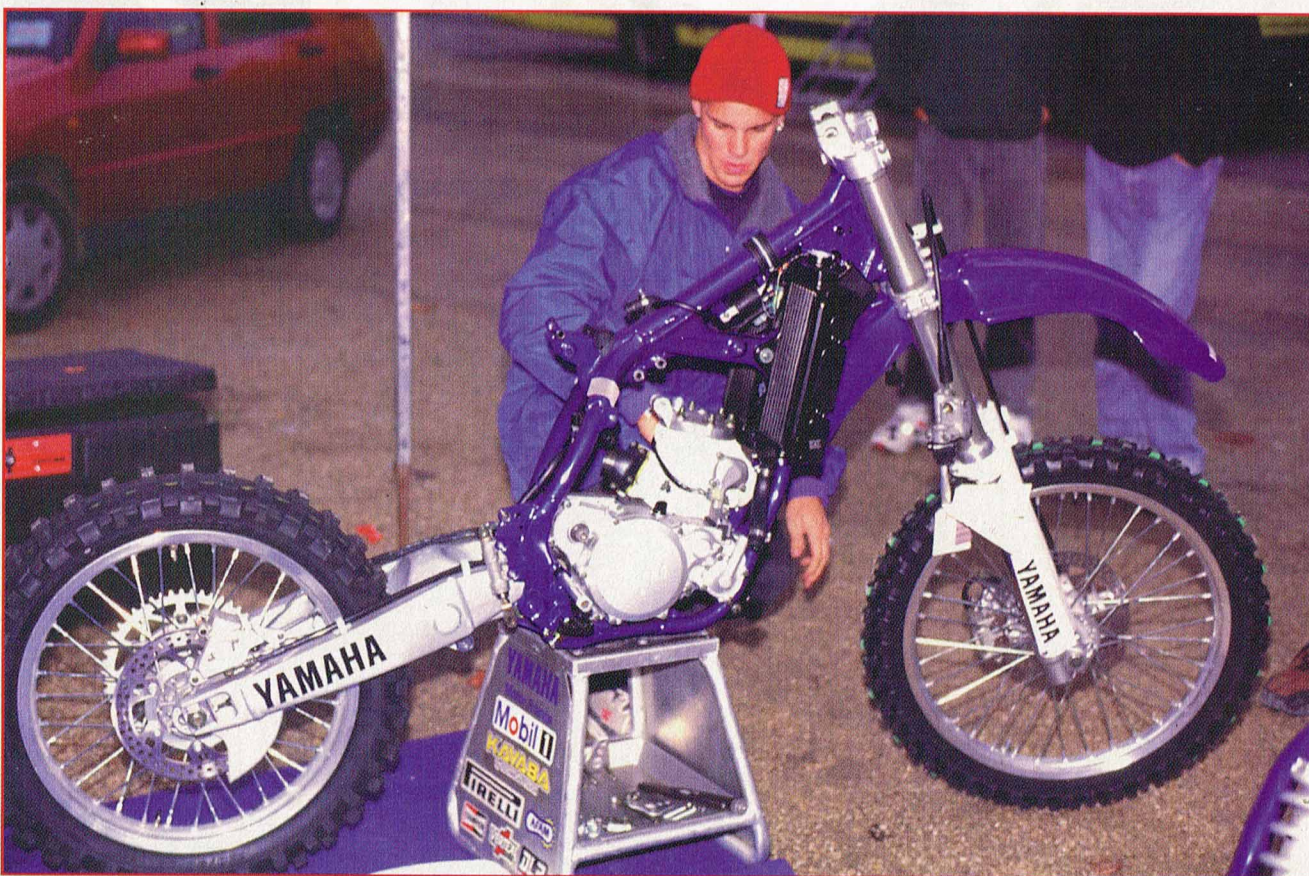
with a '94 cylinder like the team had run in the '97 season. The fork crate also contained a complete set of spare bars, a torque wrench (for the lower triple-clamp bolts), the works Kayaba shock with hi/lo compression adjusters (sag was preset at the KYB factory) and the front brake assembly. Another giant crate contained the rest of the tools, sprockets, discs, spares (pipes, etc.), chains, seat, oils, rags and cleaners.

It cost \$500 to get the oversized and overweight baggage on the plane to Paris. The return trip was even harder, because they had two huge silver trophies in addition to their carry-ons.

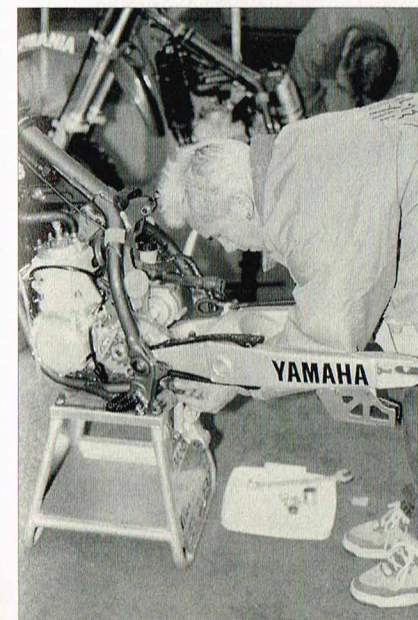
BEYOND THE PARTS BIN

Randy brought a works ignition along, but a piece of wiring harness was missing, so he had to use the stock black box and coil. However, he replaced the stock spark plug cap and zip-tied all connections upon reassembly.

Lawrence replaced the stock linkage with billet works parts and Ti fasteners. When he buttoned the shock up, he lifted the swingarm before tightening the top shock bolt. This lowers the back end



Packing so much stuff into so little space is a nightmare, but it has to be done, because McGrath will be facing Jeff Emig and his factory Kawasaki.



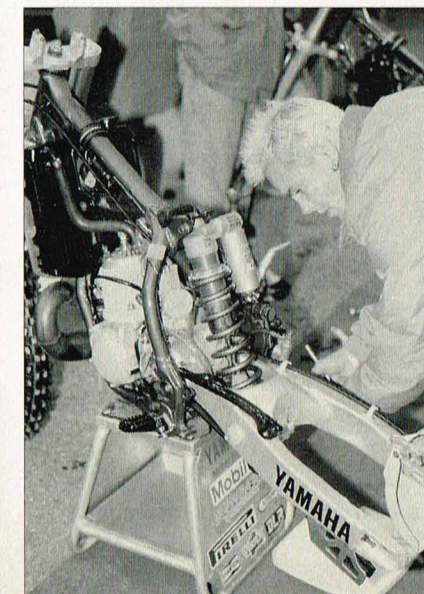
Off comes the stock linkage, and the factory billet pieces go in its place. Linkage bolts are Ti, but few of the mag parts (brake carriers, etc.) make it overseas.

and eliminates the infamous YZ clunk over jumps. Lawrence also traded the stock subframe for one that had been shortened to provide a lower seat height.

Gearing for Bercy was 14/55. The huge rear sprocket required that the chainguide be removed and the mounting holes elongated for clearance. Randy replaced the stock chain with a 118-link DID ERT. He had pressed the mas-



Where Honda and Suzuki usually bring a works cylinder, Team Yamaha brings whole engines in sano aluminum shipping boxes. Jeremy didn't use the long-rod kit in Paris.



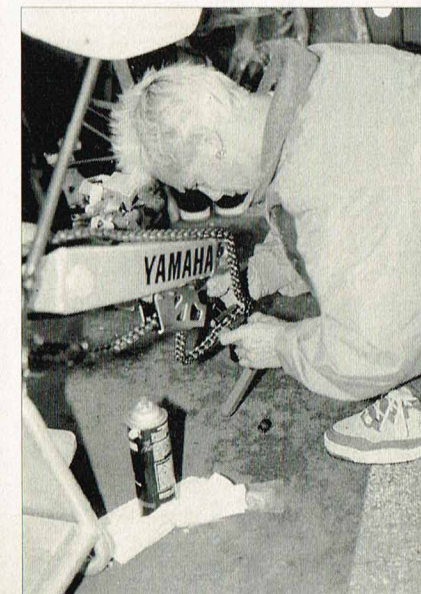
With the swingarm and works linkage in place, it's time to add the factory Kayaba shock, which has hi-lo compression adjusters. Sag and everything were set before the shock was boxed in, California.

ter link on for added strength and put serious torque on the axle nut. That done, Randy backed the adjusters into the axle block and tightened their locknuts. Finished wheelbase was at the maximum for stability.

Works Bridgestone tires were shipped to the French distributor for Paris. While Randy replaced the rear linkage, Bridgestone techs installed the rear M78. A works M77 was slipped on the



Once Randy has the factory mill bolted in place, he adds the tranny oil, which was concealed in the big box and taped shut to prevent leakage onto the brake discs and such.



With 14/55 gearing, clearance is a problem using the stock chain guide. Randy hogged out the holes for fit, then he pressed the works chain's master link into place. Nothing is left to chance. Nothing.

front rim while Lawrence installed the works fork assembly. He checked their work afterwards and set pressure at 12 psi.

Offset fork races were not used. All change in fork offset and rake are handled by the factory billet tripleclamps. Lawrence tightened the spokes until I thought they were going to pop and put someone's eye out. They didn't. He also tightened the rimlocks like a madman.

WORKS BIKE FOR A WEEKEND



Although Jeremy didn't bring a Ti sub-frame, Randy had to replace the stock one with one shortened to provide a lower seat and rear fender. He replaced the air filter with a UNI.



Lawrence removed the stock fork assembly, then drove the lower headset race out of the frame. Jeremy's works fork assembly uses a different lower bearing, so a new race was mandatory.



The works Kayaba fork and YMU billet aluminum clamps make the flight already assembled. Even the factory front brake m/c, line and caliper are installed.



Once Lawrence has made the finishing touches to the plastic and put a wrench to all of the fasteners, it's time for the sponsor decals to be carefully laid onto the factory Yamaha.

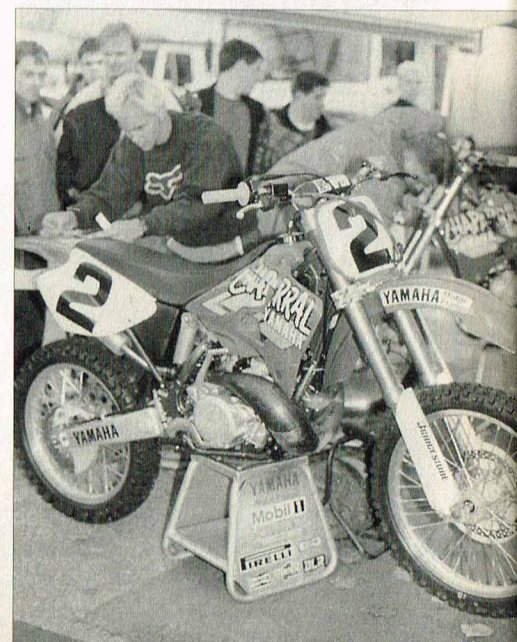
After four hours of fast-but-focused labor, Jeremy's bike is ready to rock! Lawrence had to replace the front disc and tune the jetting over the weekend.

plate was trimmed, and an Acerbis front brake line guide was installed to keep the braided steel line from harm's way. Because of the cold, a heater had to be used to remove the stock tank and fender stickers. Chapparal, Bridgestone, Acerbis, Fox and Yamaha France decals were meticulously applied, and giant #2s from Pro's Choice completed the conversion.

Randy and Larry Brooks then racked their brains converting the 30 liters of ELF race fuel to gallons so they could figure out how much two-stroke oil to add.

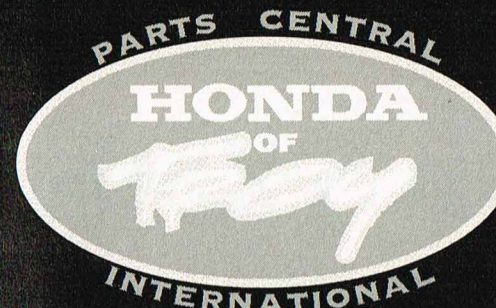
FIRST MAJOR WIN ON BLUE

On the first night of racing, Jeremy was taken down in the first turn of his qualifier, bending his front brake rotor.



He crashed again because the front wheel kept locking up, so he didn't qualify. This made the Macster nervous, but he recovered the second night to finish a close second to World Supercross points-leader Emig. On the third night, Jeremy looked like his old self and smoked everyone. Then Lawrence tackled the job of turning Jeremy's works-bike for a weekend back into a stock YZ250.

He will repeat the procedure in Japan and Switzerland as practice for 28 rounds of AMA competition.



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|--------|---------|-------------|
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| XR100R | 1985-95 | 17.73 |
| XR200R | 1984-95 | 18.98-24.38 |
| XR250R | 1984-95 | 23.62-27.41 |
| XR350R | 1983-85 | 33.69 |
| XR500R | 1983-84 | 39.12 |
| XR600R | 1985-95 | 39.12-41.48 |

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|---------------------|---------|-------------|
| XR80R | 1985-95 | 21.63 |
| XR100R | 1985-95 | 22.21 |
| XR200R | 1984-95 | 43.61-47.07 |
| XR250R | 1984-95 | 43.79-45.62 |
| XR350R | 1983-85 | 49.50 |
| XR500R | 1983-84 | 57.88 |
| XR600R | 1985-95 | 62.69-65.35 |
| WISECO PISTONS FROM | | 22.00 |

| CRANK ASSEMBLIES | | |
|------------------|---------|---------------|
| XR80R | 1985-89 | 171.18 |
| XR100R | 1985-95 | 178.91-191.20 |
| XR200R | 1984-95 | 203.54-224.69 |
| XR250R | 1984-95 | 223.97 |
| XR350R | 1983-85 | 239.02 |
| XR500R | 1983-84 | 290.14 |
| XR600R | 1985-95 | 290.14 |

| TOP END GASKET SETS | | |
|---------------------|---------|-------------|
| XR80R | 1985-89 | 21.42 |
| XR100R | 1985-95 | 17.17 |
| XR200R | 1984-94 | 19.97-40.79 |
| XR250R | 1984-95 | 34.15-43.69 |
| XR350R | 1983-85 | 37.03-51.41 |
| XR500R | 1983-84 | 45.65 |
| XR600R | 1985-95 | 57.83-67.43 |

| BOTTOM END GASKET SETS | | |
|------------------------|---------|-------------|
| XR80R | 1985-89 | 9.31 |
| XR100R | 1985-95 | 15.16 |
| XR200R | 1984-95 | 14.27-23.72 |
| XR250R | 1984-95 | 23.72-26.01 |
| XR350R | 1983-85 | 16.89-18.26 |
| XR500R | 1983-84 | 16.16-20.39 |
| XR600R | 1985-95 | 21.55-22.05 |

| FIBER CLUTCH PLATES | | |
|---------------------|---------|-----------|
| XR80R | 1985-89 | 6.49 |
| XR100R | 1985-95 | 5.57-6.49 |
| XR200R | 1984-95 | 5.57-6.49 |
| XR250R | 1984-95 | 5.52-7.00 |
| XR350R | 1983-85 | 7.00 |
| XR500R | 1983-84 | 8.46 |
| XR600R | 1985-95 | 8.76 |

| METAL CLUTCH PLATES | | |
|---------------------|---------|-----------|
| XR80R | 1985-89 | 4.15 |
| XR100R | 1985-95 | 4.15 |
| XR200R | 1984-95 | 4.15-6.56 |
| XR250R | 1984-95 | 6.78 |
| XR350R | 1983-85 | 6.78 |
| XR500R | 1983-84 | 7.89 |
| XR600R | 1985-95 | 7.89 |

| INTAKE VALVES | | |
|---------------|---------|-------------|
| XR80R | 1985-89 | 13.72 |
| XR100R | 1985-95 | 13.72 |
| XR200R | 1984-95 | 16.41-21.63 |
| XR250R | 1984-95 | 15.29 |
| XR350R | 1983-85 | 17.75 |
| XR500R | 1983-84 | 24.75 |
| XR600R | 1985-95 | 24.75 |

| FRONT BRAKE PADS/SHOES | | |
|------------------------|---------|-------------|
| XR80R | 1985-89 | 13.41 |
| XR100R | 1985-95 | 13.41 |
| XR200R | 1984-95 | 10.09 |
| XR250R | 1984-95 | 23.63 |
| XR350R | 1983-85 | 15.89-23.63 |
| XR500R | 1983-84 | 23.63 |
| XR600R | 1985-95 | 23.63 |

| REAR BRAKE PADS/SHOES | | |
|-----------------------|---------|-------------|
| XR80R | 1985-89 | 13.41 |
| XR100R | 1985-95 | 13.41 |
| XR200R | 1984-95 | 10.09 |
| XR250R | 1984-95 | 10.09-23.63 |
| XR350R | 1983-85 | 10.09 |
| XR500R | 1983-84 | 10.09 |
| XR600R | 1985-95 | 9.58-23.63 |

| FRONT SPROCKETS | | |
|-----------------|---------|-------------|
| XR80R | 1985-89 | 6.18 |
| XR100R | 1985-95 | 9.96 |
| XR200R | 1984-95 | 11.31 |
| XR250R | 1984-95 | 10.93-11.43 |
| XR350R | 1983-85 | 14.88 |
| XR500R | 1983-84 | 15.04 |
| XR600R | 1985-95 | 14.87-15.53 |

| REAR SPROCKETS | | |
|----------------|---------|-------------|
| XR80R | 1985-89 | 17.31 |
| XR100R | 1985-95 | 20.24 |
| XR200R | 1984-95 | 31.58-65.66 |
| XR250R | 1984-95 | 55.44-59.38 |
| XR350R | 1983-85 | 55.30 |
| XR500R | 1983-84 | 59.31 |
| XR600R | 1985-95 | 55.44-59.31 |

| CAMS | | |
|--------|---------|-------------|
| XR80R | 1985-89 | 21.24 |
| XR100R | 1985-95 | 27.73 |
| XR200R | 1984-95 | 44.62-92.42 |
| XR250R | 1984-95 | 85.97 |
| XR350R | 1983-85 | 85.97 |
| XR500R | 1983-84 | 82.99 |
| XR600R | 1985-95 | 85.97-89.43 |

| OIL FILTERS | | |
|-------------|--|------|
| ALL XR'S | | 3.50 |

| EXHAUST VALVES | | |
|----------------|---------|-------------|
| XR80R | 1985-89 | 27.14 |
| XR100R | 1985-95 | 27.14 |
| XR200R | 1984-95 | 27.14-29.39 |
| XR250R | 1984-95 | 27.32 |
| XR350R | 1983-85 | 29.95 |
| XR500R | 1983-84 | 40.63 |
| XR600R | 1985-95 | 40.63 |

| FORK SEALS | | |
|------------|---------|-------------|
| XR80R | 1985-89 | 13.13 |
| XR100R | 1985-95 | 13.13 |
| XR200R | 1984-95 | 15.80 |
| XR250R | 1984-95 | 13.92-15.80 |
| XR350R | 1983-85 | 16.36-16.72 |
| XR500R | 1983-84 | 14.68 |
| XR600R | 1985-95 | 14.68 |

| CAM CHAINS | | |
|------------|---------|-------------|
| XR80R | 1985-89 | 20.19 |
| XR100R | 1985-95 | 19.90 |
| XR200R | 1984-95 | 28.87-61.24 |
| XR250R | 1984-95 | 71.17 |
| XR350R | 1983-85 | 84.29 |
| XR500R | 1983-84 | 70.64 |
| XR600R | 1985-95 | 59.98-70.64 |

| CLUTCH LEVERS | | |
|---------------|---------|-------|
| XR80R | 1985-89 | 13.38 |
| XR100R | 1985-95 | 13.38 |
| XR200R | 1984-95 | 14.17 |
| XR250R | 1984-95 | 14.17 |
| XR350R | 1983-85 | 14.17 |
| XR500R | 1983-84 | 14.17 |
| XR600R | 1985-95 | 14.17 |

| CLUTCH CABLES | | |
|---------------|---------|-------------|
| XR80R | 1985-89 | 9.59 |
| XR100R | 1985-95 | 10.73 |
| XR200R | 1984-95 | 11.85-12.51 |
| XR250R | 1984-95 | 11.03-12.51 |
| XR350R | 1983-85 | 11.34 |
| XR500R | 1983-84 | 10.97 |
| XR600R | 1985-95 | 11.60 |

| THROTTLE CABLES | | |
|-----------------|---------|-------------|
| XR80R | 1985-89 | 9.00-15.53 |
| XR100R | 1985-95 | 9.82-16.09 |
| XR200R | 1984-95 | 13.77-17.77 |
| XR250R | 1984-95 | 13.77-14.57 |
| XR350R | 1983-85 | 11.85-14.57 |
| XR500R | 1983-84 | 10.97-12.62 |
| XR600R | 1985-95 | 11.95-22.69 |

| AIR FILTERS | | |
|-------------|---------|-------------|
| XR80R | 1985-89 | 7.08 |
| XR100R | 1985-95 | 7.08 |
| XR200R | 1984-95 | 14.94 |
| XR250R | 1984-95 | 14.94-20.75 |
| XR350R | 1983-85 | 20.75 |
| XR500R | 1983-84 | 23.42 |
| XR600R | 1985-95 | 11.95-22.69 |

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INSIDE THE WORKS 250s

Favorites for the Supercross Crown

• When the gate drops on the Supercross season, anything can happen, and probably will. Ezra Lusk has been going really fast on his new Honda, and Mike LaRocco is a new man aboard Hondas. Doug Henry has been living at Yamaha's test track while developing his new YZ400F (look for a feature on his bike in the next issue). There will surely be other surprises as well, but the smart money will be on two bikes and two riders. Jeff Emig is deadly serious about retaining his supercross title, and Jeremy McGrath, the four-time 250SX champ, is just as serious about taking the #1 plate back. Both have pegged the training and testing meters in preparation for an epic duel.

Jeremy and Kevin Windham were seen testing '98 cylinders at the Yamaha test track, but Jeremy will show up at the Coliseum with the same settings he

ran in Europe and Japan—a Bob Oliver-tuned '94 cylinder mated to his '98 YZ lower end. Suspension and component testing will go right up to the first race. Likewise, Kawasaki has been refining team bikes and making small changes. The '98 production KXs are very close to '97 team bikes, mainly because Kawasaki's production engineers and race engineers are one and the same.

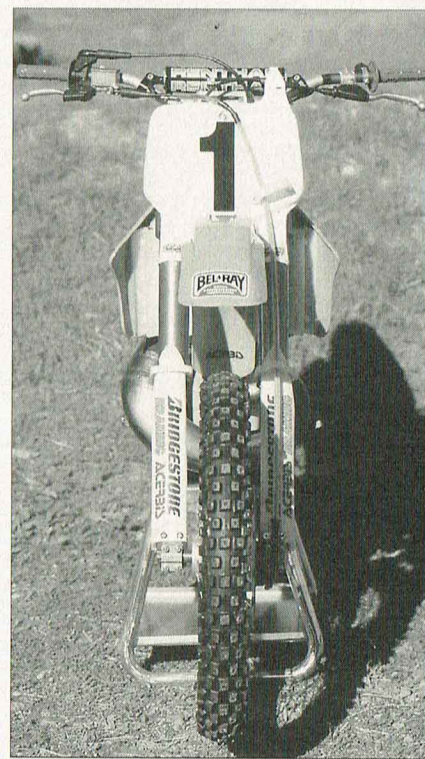
Different crank and ignition combinations were tried, but they have reverted to settings close to the '97 works bikes, because those bikes were so good on starts and off turns. They are also testing components that may or may not be used during the season, parts like the KYB fork bottoming canisters and

new linkage ratios. Team Kawasaki is going to a new shoulderless D.I.D. rim (like mountain bike rims). The only other performance changes will be a wider pipe selection. Factory Effects now does team seats, instead of MXA. Berg Racing supplies the carbon fiber clutch cover, muffler tip and various frame guards, while Kawasaki Japan supplies the Ti bolts and magnesium brake carriers, triple clamps and engine covers, just like in '97.

Both Yamaha and Kawasaki don't want to upset the cart at this stage, so they are playing it safe on hardware and banking on their star riders to bring home the supercross plate.

WORKS BIKE MODIFICATIONS

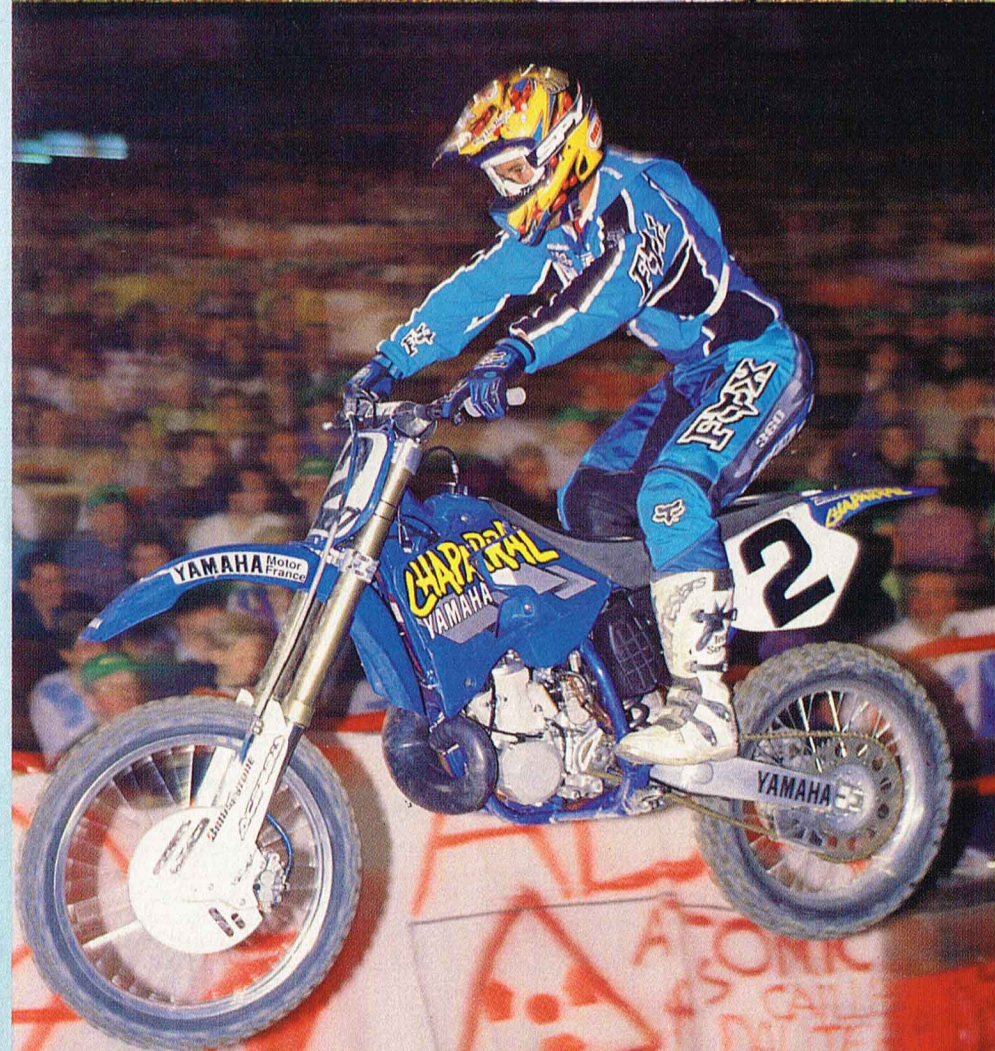
| TEAM PART | EMIG'S KX | McGRATH'S YZ |
|---------------|---------------------------|------------------------------|
| Rider/number | Jeff Emig/1 | Jeremy McGrath/2 |
| Mechanic | Jeremy Albrecht | Randy Lawrence |
| Cylinder | Kawasaki Heavy Industries | Yamaha Motors U.S./'94 YZ |
| Head | KHI | YMUS |
| Pipe/silencer | KHI | Pro Circuit |
| Crank | KHI | Stock |
| Carburetor | Shortened PowerJet Keihin | Works XTM Mikuni |
| Air filter | UNI | UNI |
| Gas/oil | VP C12/Bel-Ray H1R | VP C12/Yamalube R |
| Ignition | Factory KHI | Yamaha Japan (YMC) |
| Gearing | 14/52 | 14/55 |
| Chain | D.I.D.-ERT | D.I.D.-ERT |
| Tires | Works Bridgestone | Works Bridgestone |
| Rims | Oval D.I.D. | EXCEL |
| Hubs | KHI billet | YMC billet mag |
| Brake discs | Braking 270/240 | YMC 270/240 |
| Brake pads | Braking/KHI | YMC/stock |
| Brake mods | KHI m/c, fr caliper | Works fr m/c, Fastline lines |
| Fork | Works KYB w/ti coating | Works KYB |
| Shock | Works KYB w/hi-lo comp | Works KYB w/hi-lo comp |
| Linkage | KHI billet | YMC billet |
| Tripleclamps | KHI mag | YMUS billet |
| Handlebars | Renthal #983 | ProTaper CR-lo |
| Skidplate | Berg Racing | Dirt Squirt Products |
| Footpegs | KHI Ti | Sharpened stock |
| Seat | Factory Effects | CEET sticky |
| Weight | 228 lb. | 219-220 lb. |



Last season Ryan Hughes was the only Team Kawasaki rider to run the KYB bottoming canisters. Everyone will start the season with the canisters hidden under the front number plate.



Top: Right up until the Coliseum opener, Team Kawasaki was refining settings. Berg Racing carbon-fiber pieces mount the fork canisters to the upper tubes, and Kawasaki has developed an external canister for the shock, too. There is also a new throttle-position sensor for the traction-control circuit of the ignition.

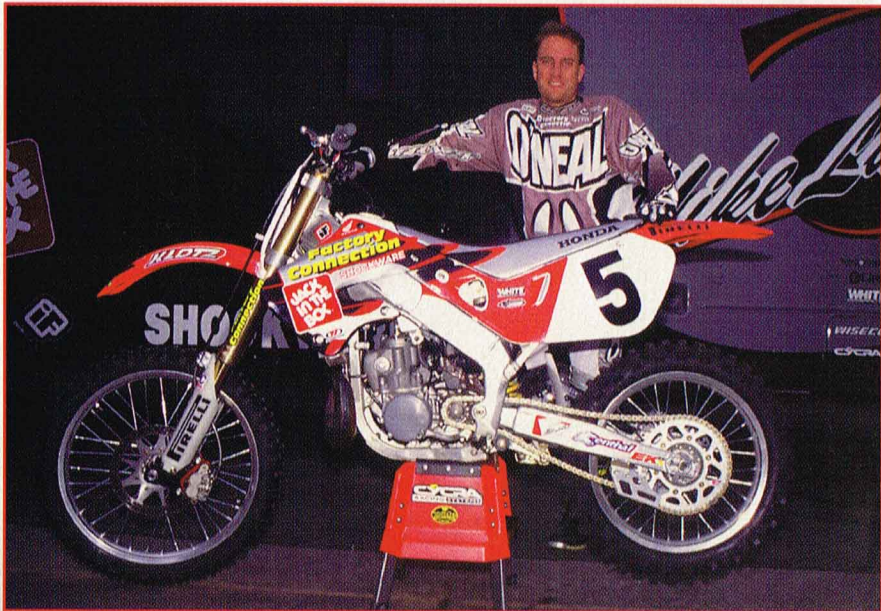
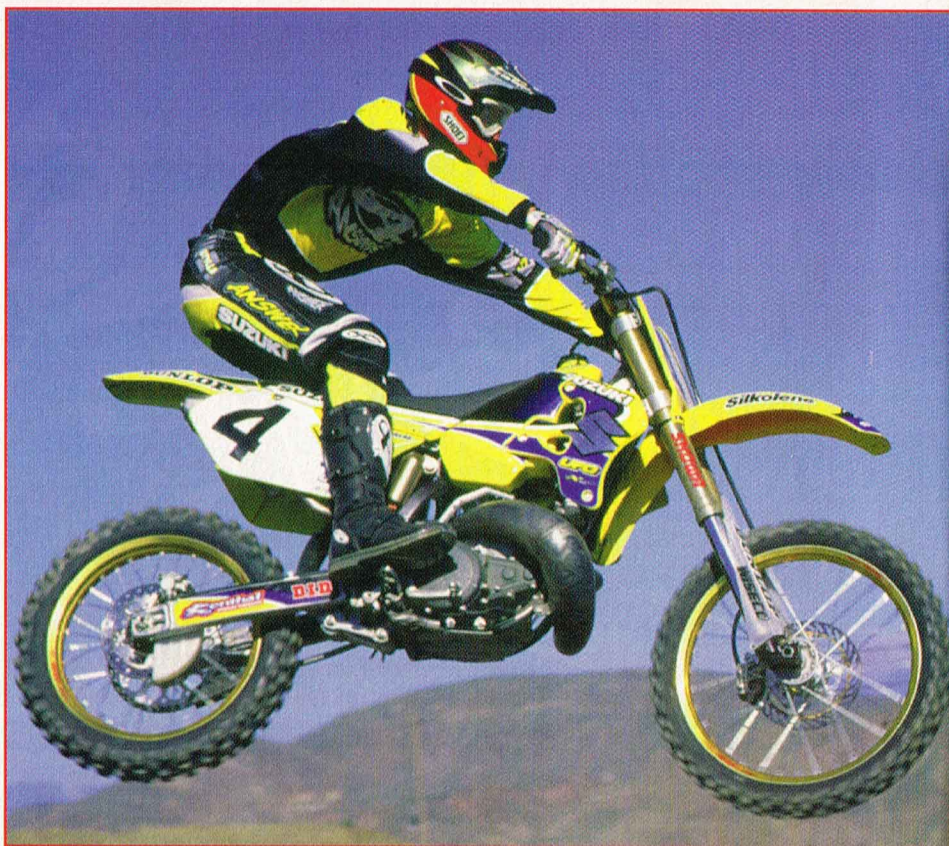


Bottom: Jeremy's Chaparral Yamaha is almost identical to Windham's works YZ, as he gets any and all factory parts he chooses. Kevin is using a '98 cylinder with a carbon power-valve cover, while Jeremy is sticking with the '94. Instead of joining the PowerJet fad, Team Yamaha replaces the stock Keihin with a works XTM Mikuni. Dirt Squirt Products ([714]985-0343) is fabricating carbon-fiber axle blocks, chain guides, seat bases and mounts, fork and frame guards, head stays, disc and ignition covers and skidplates for Team Yamaha YZ250s this season. Ti shock springs, axles and bolts put weight at the AMA limit.

INSIDE THE WORKS 250s

Suzuki is starting out with a works Showa inverted fork on team bikes this season, and refinements are the name of the game. Production RM250s have PowerJet carbs this year, so that's one less hassle for the team. Works ignitions are programmable, so settings will likely change as the season progresses. More carbon fiber is used this year, even in the reed block. Suzuki is using works pipes from Japan and is experimenting with different transmission ratios. Externally, the most noticeable changes are the new linkage (brought on by the swingarm switch in the production bike) and graphics.

| | |
|---------------|--------------------------------------------------------------------------------------------------------------------------------|
| Rider/number |Larry Ward/#4 |
| Team |Suzuki |
| Mechanic |Lee McCollum |
| Cylinder/head |American Suzuki |
| Pipe |Suzuki Japan |
| Muffler |Carbon fiber Pro Circuit |
| Crank |Stock |
| Reeds/block |Carbon Tech |
| Ignition |Programmable NipponDenso |
| Carb |Keihin 38mm PWK w/PowerJet |
| Air filter |Twin Air |
| Gas/oil |VP C12/Silkolene @ 32:1 |
| Gearing (SX) |13/49 |
| Chain |D.I.D. ERT |
| Tires |Dunlop 490/695 |
| Hubs |Stock/billet |
| Rims |EXCEL |
| Brake discs |Works Suzuki 260/240 |
| Brake pads |Works Nissin |
| Brake mods |Billet front carrier |
| Fork mods |Works Showa inverted |
| Shock mods |Works Showa w/hi-lo comp. |
| Linkage |Billet (stock ratio) |
| Handlebars |ProTaper CR-mid |
| Triple clamps |Works billet |
| Skidplate |Factory Suzuki |
| Footpegs |Factory Suzuki |
| Trick parts |Hinson billet clutch; Suzuki factory Ti bolts and carbon fiber frame guards; N-Style graphics and seat cover; UFO plastic |



Mike LaRocco gets factory Honda support for '98, and his new team enjoys Factory Connection, Jack in the Box and Shockware as sponsors. Shockware is a computer software company that currently is specializing in onboard telemetry for suspension. Mike will use an HGA cylinder like the one Mike Kiedrowski used last year. He won't get Ezra Lusk's traction-controlling two-position ignition, though. Instead of an HGA clutch perch, Mike will run a Works Connection piece.

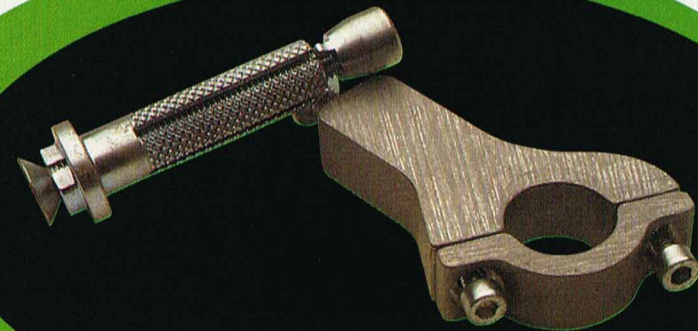
| | |
|---------------|-----------------------------------------|
| Rider/number |Mike LaRocco/#5 |
| Team |Factory Connection/Jack in the Box |
| Mechanic |Paul Delaurier |
| Cylinder/head |Honda Geiken Asaka (HGA) |
| Pipe |HGA |
| Muffler |HGA w/shortened carbon silencer |
| Crank |Production/mods by Falicon |
| Reeds/block |V-Force Delta |
| Ignition |HGA w/RAM uplink |
| Carb |Stock |
| Air filter |White Powerfilter |
| Gas/oil |Klotz |
| Spark plug |NGK shorty |
| Gearing (SX) |14/53 |
| Chain |EK |
| Tires |Pirelli 320/18 |

| | |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hubs |HGA Billet/Mag |
| Rims |Stock |
| Brake discs |HGA front, 260mm/240mm |
| Brake pads |EBC |
| Brake mods |HGA carriers, front line; works Nissin m/c |
| Fork mods |Works Showa w/ti nitride coating |
| Shock mods |Works Showa w/hi-lo and ti nitride |
| Linkage |HGA |
| Handlebars |Renthal #971 |
| Triple clamps |HGA billet aluminum |
| Skidplate |HGA w/ti bolts |
| Footpegs |HGA ti w/ti brackets |
| Trick parts |Factory Connection valving; Works Connection clutch perch, throttle tube, skidplate and frame guards; Atomic 22 Ti bolts; UFO plastic; Hinson clutch basket; Throttle Jockey seat and graphics; Shockware suspension |

Top: While Larry Ward has the lowest national number on Team Suzuki, Greg Albertyn is the captain, and Roger DeCoster is the general. A new linkage and programmable Nippon Denso ignition are the two biggest changes for the team's RMs.

Bottom: Since the production engine is unchanged for '98, Team Honda concentrated more on suspension settings to go with the new frame. Mike LaRocco digs the solid feel of his factory Jack In The Box/Factory Connection/Shockware CR250R. □

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JOLLY GREEN GIANT

The 500 class lives

By the staff of DIRT BIKE

The Kawasaki KX500 is 15 years old this year. Happy birthday. In honor of its long, productive life, the motorcycle world has stripped it of its national championship series, removed it from the Motocross des Nations, eliminated it from local tracks all around the country and cast it into the desert with the Honda XR200s and Yamaha RT180s; the *other* play bikes. In '83, if you showed up at a motocross with a KX500, you were regarded as the most manly of all motocrossers. Now they just think you took a wrong turn on the way to some hillbilly camp out at Hoot-enanny Flats.

The odd thing is that the KX500 still is the most powerful dirt bike made—and it still is amazingly fast around a motocross track.

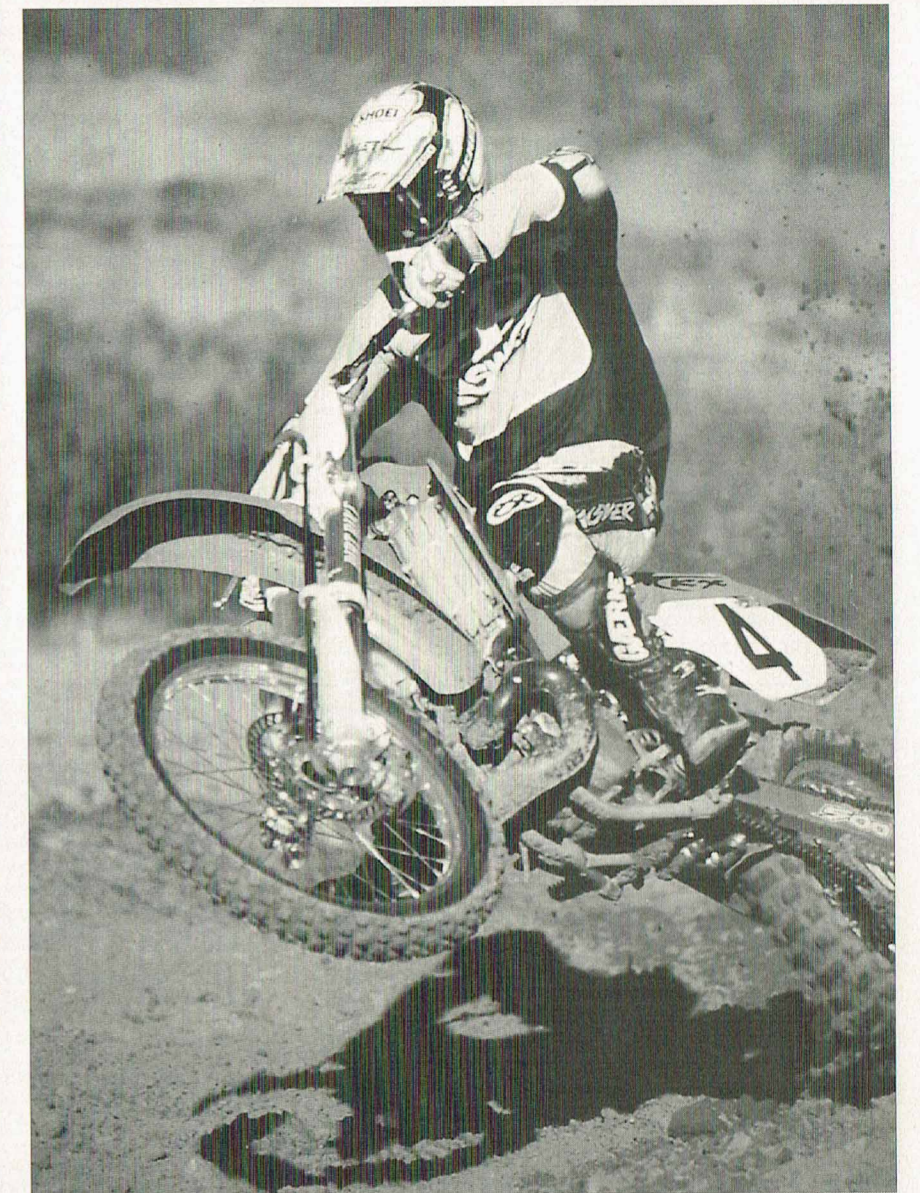
SO WHAT HAPPENED?

For the first two years of its life, the KX500 went through a bunch of changes. Think about how long ago '83 was: the bike was air-cooled, it had drum brakes and the rear suspension had a big rocker arm mounted under the seat. For goodness sake, the motor was even painted *black*. By '85, the bike evolved into pretty much the machine you see today. The engine got a power-valve later and the suspension made evolutionary changes so slowly that they went almost unnoticed. So here's a list of the changes for '98: the tank stickers.

Motocross is a world devoted to change, and it's easy to disregard the big KX as a dinosaur. Look at it objectively, though: the bike has all the same tech-

◀ *It's a nice feeling to know that there's no one on the track with more power. If there is, he's more nuts than you.*

MX/OFF-ROAD TEST: KAWASAKI KX500



Yes, it's a brute. The KX500 gets around a motocross track amazingly quick, but it can be a workout.

nology as most of the 250 class. The motor is a liquid-cooled, power-valve brute that frankly doesn't need any more power. The chassis might not be aluminum or a perimeter design, but neither is anything from Yamaha or Suzuki. Also, the suspension is basically the same that came on last year's KX250—which was considered awesome.

RIDE THE TIGER

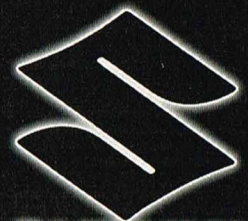
So the KX isn't outdated, it certainly isn't slow, and it's still competitive. Why has it been shunned by the motocross world? The answer is easy: MTV. The KX still does '83 motocross well. It *doesn't* do '98 supercross well at all. In the short-attention-span, high-flying, action-filled, video-game-like races of the MTV generation, the KX500 is like an awkward, middle-aged man showing up at a rap festival in his white disco suit. It just feels out of place. Also, it has

a few shortcomings on tight, jump-filled tracks that are apparent on the first lap:

Throttle response. The KX doesn't snap to attention when you first twist the throttle. It kind of lumbers up to speed. So when you have to accelerate hard out of a tight turn in order to clear a big jump, the KX makes you sweat a little.

Jumps. When you leave the ground on a 250, a slight burst of throttle kicks the rear end up and sets you up perfectly for the landing. On the KX, a slight burst of throttle might do anything in the world. If you hook up, you could go straight into orbit. If you break loose, you could go straight down.

Turns. The big 500 has some kind of gyroscope action going on in the cases.



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| RM250 (1984-1997) | 13.50 |
| CLUTCH CABLES | |
| RM80 (1982-1985) | \$10.95 |
| RM80 (1986-1997) | 19.50 |
| RM125 (1975-1985) | 16.85 |
| RM125 (1986-1997) | 26.95 |
| RM250 (1976-1981) | 15.95 |
| RM250 (1982-1986) | 21.95 |
| RM250 (1987) | 29.75 |
| RM250 (1988-1997) | 22.95 |
| RM400/465/500 (1975-1984) | 14.75 |

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| RM125 (1984-1988) | 35.80 |
| RM125 (1989-1994) | 39.50 |
| RM125 (1995-1997) | 42.50 |
| RM250 (1977-1988) | 45.90 |
| RM250 (1989-1997) | 45.70 |
| RM500 (1983-1984) | 55.20 |

| | |
|---------------------------|---------|
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| RM80/100 (1976-1982) | \$22.50 |
| RM80 (1983-1985) | 22.99 |
| RM80 (1986-1997) | 14.95ea |
| RM125 (1978-1986) | 24.80 |
| RM125 (1987-1997) | 14.40 |
| RM250 (1977-1989) | 12.95ea |
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RM125 (1982-1991).....89.90
RM125 (1992-1997).....104.25
RM250 (1982-1990).....114.90
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|------------------------------|---------|
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| RM80 "pro-lite" (1991-1997) | 54.80 |
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| RM125 "pro-lite" (1987-1997) | 64.75 |
| RM250 (1982-1986) | 74.90 |
| RM250 "pro-lite" (1987-1997) | 77.60 |
| RM370/400/465 (all yrs) | 83.80 |

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|-----------------------------------|--------|
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| RM80 (1983-1997) | 11.99 |
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| RM250 (1989-1997) | 13.70 |
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RM125/250 (1989-1997).....49.95
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RM125/250/500 (1984-1988).....48.95
RM125/250 (1989-1991).....45.95
RM125/250 (1992-1995).....46.95
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| RM250 (1990-1991) | 10.90 ea. |
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RM250 (1996-1997).....60.75

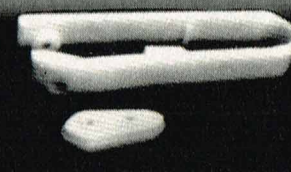
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RM125/250 (1989-1995).....41.95
RM500 (1983-1984).....23.25



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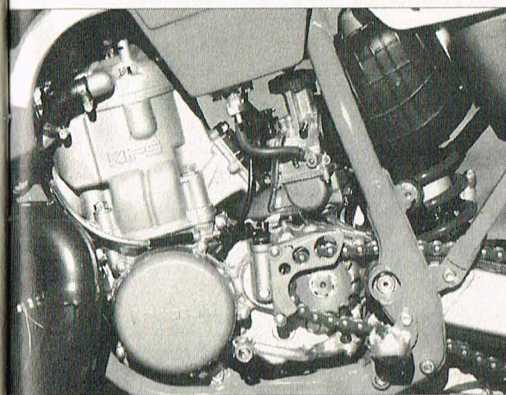
FRONT
RM80/100 (1977-1981).....\$27.15/pr.
RM80 (1982-1985).....41.95/pr.
RM125/250/500 (1981-1984).....18.25/pr.
REAR
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RM80 (all yrs).....\$36.95
RM125/250 (all yrs).....39.95
RM400/465/500 (all yrs).....39.95



◀ Does this engine look familiar? It should. Back in the mid-'80s, the KX became the only 500 with a powervalve. It still is.

unMTV-like.

Obviously, the 500 gains all of its ground with power. It's *sooo* fast. Sure, it's fun to throw the bike around like a little toy, but it's also fun to feel the crazy acceleration of a big 500. There aren't many people who can hold the KX on for very long, even off the start. If you actually manage to hold the bike wide open all the way to the first turn, you will pull a monster holeshot—guaranteed. The trick is holding the throttle wide open. Usually the front end comes up at some point and you have to let off. Oddly enough, the 500's powerband doesn't feel that wide anymore. No, it didn't get pipey, but with the advent of the Yamaha YZ400F, there are new standards for mile-wide powerbands to live up to. The KX makes more power over a narrower rpm range than the Yamaha. Wild.

That means when you want to turn, that big crankshaft wants to keep the bike going straight, so you have to be that much more smooth and set up your turns early.

Suspension. Kawasaki purposely set up the 500 soft to please the off-road crowd. It doesn't have progressive springs like the 250 and 125, but it actually feels softer. That's good for a lot of things, but not big jump landings.

Does it sound like the KX is a hand-fu on tight tracks? Of course it is. However, the surprise is that it turns about the same lap times as a 250. It just *feels* slower.

LONG LAZY TRACKS

After you get your fill of supercross, you need to take the KX out to its home. Find a track with fast straights, loamy turns and steep hills—you know, a track from '83. Glen Helen is always changing its track configuration from week to week, so we waited until we hit the jackpot. The track had been set up for truck races, then changed back into motocross form. The double jumps were gone and the track was fast and wide. It was KX500 heaven.

The reason the KX isn't much fun on a tight track is because you try to force it to do unnatural things. You try to whip it around and stuff it into turns. That's too much work. When you have space, you can let the bike do its own thing. You set up for the turns early and growl through them at low rpm. Then you shift early and let the 500 torque you down the straights. In fact, you almost *never* rev the KX; it just vibrates and gets violent. A good 500 rider just sounds like he's out for an afternoon trail ride. If he's doing it right, though, he's going as fast as any 250. If he's doing it *really* right, and it's a fast track, he's going much faster. Just look at what the U.S. team learned at the Motocross des Nations this year. We showed up with two 250s and a 125; most of the Euro teams had 500s. We couldn't keep up. The track was fast and decidedly

The off-roadish suspension and soft seat makes the KX feel like a big amoeba. The bike just squishes against all the bumps. You never feel any hard impacts, but in order to make the bike settle down in turns and resist bottoming, we had to increase the damping. Changing the front and rear compression clickers from the stock nine clicks to three got most of the job done, but if you plan on racing motocross, plan on finding stiffer springs. We ran the rebound stock and the preload at 100mm of sag. Jetting was stock.

WILL IT MAKE A COMEBACK?

These are interesting times for the Open class. It's disappeared at most local tracks, but with the overwhelming interest in the Yamaha YZ400F, it might

return. Most local clubs won't let the new Yamaha into the 250 class. That means the Open class might grow, and the ever-present guys who want to be different might decide to take on the new generation of four-strokes that are bound to follow with old-fashioned two-strokes. If the trend continues, then tracks might start being built with Open bikes in mind. After all, the KX likes the same types of layouts as the YZ400F. The next few years will prove to be very interesting. Our advice: Check the classifieds for good KX500s. They might be going up in value.

KAWASAKI KX500

| | | |
|---------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------|
| Engine type | Reed-valve, liquid-cooled two-stroke | |
| Displacement | 499cc | |
| Bore and stroke | 86.0mm x 86.0mm | |
| Carburetion | 38mm Keihin PWK | |
| Fuel tank capacity | 2.6 gal. (9.8L) | |
| Gearing | 14/47 | |
| Lighting coil | No | |
| Spark arrester | No | |
| EPA-legal | No | |
| Running weight w/no fuel | 233 lb. | |
| Wheelbase | 58.7" (1490mm) | |
| Rake/trail | 27.0°/4.6" | |
| Ground clearance | 14.6" (370mm) | |
| Seat height | 37.4" (950mm) | |
| Tire size and type: | | |
| Front | 80/100-21 Dunlop K490 | |
| Rear | 110/90-19 Dunlop K695 | |
| Suspension: | | |
| Front | KYB inverted cartridge, adj. reb./comp., 12.2" (310mm) travel | |
| Rear | KYB aluminum piggyback, adj. preld./reb./comp., 13.0" (330mm) travel | |
| Country of origin | | Japan |
| Suggested retail price | | \$4999 |
| Distributor/manufacturer: | | Kawasaki Motor Corp. 9950 Jeronimo Rd. Irvine CA 92718; (714) 770-0400 |
| REPLACEMENT PARTS PRICES | | |
| Piston |\$91.00 | |
| Rings |35.30 | |
| Clutch plate (drive) |13.72 (8) | |
| Clutch plate (driven) |8.74 (7) | |
| Air filter |38.80 | |
| Front brake pads |25.60 | |
| Rear brake pads |25.60 | |
| Front sprocket |25.10 | |
| Rear sprocket |92.00 | |



SAGA OF THE GREAT WHITE KX
THE BAJA BIKE THAT WASN'T

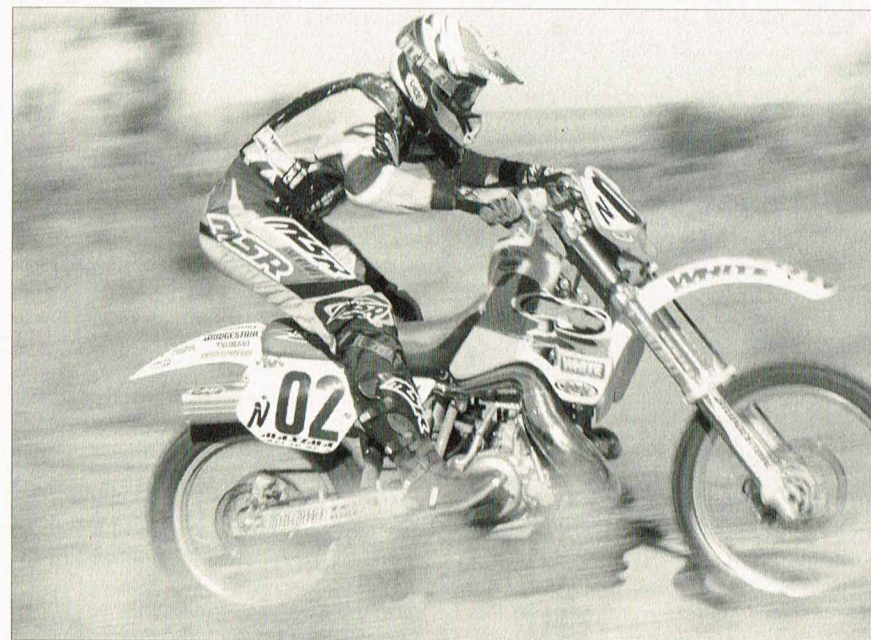
● It was only a few weeks before the Baja 1000 that it all began to happen. Team Green had pulled out of the race leaving Paul Krause, among others, with no bikes and no support in the legendary race. Paul lives for Baja. So we began putting together a Team *Dirt Bike* adventure with Paul Krause as the sole rider. It's a long story, but in the end, it didn't happen. Paul was too sick to start the race. The bike itself *did* happen, though. In a matter of days, Gary Jones at White Bros. built us the ultimate Baja racer.

It started off as our '97 test bike. Team *DB* had tested it, then rode it in the Fud Rock Around The Clock, which is a brutal 24-hour desert race. We won, but then the bike sat lonely and dejected in a corner of the garage for months. Then Gary started work on it. This was his Things To Do list:

1. Replace main bearings.
2. Balance the crank.
3. Rebuild the clutch and top end.
4. Extend the clutch arm for easier pull.
5. Install E-Line lighting coil.
6. Reinforce and reweld the frame.
7. Replace wheel, steering head, suspension bearings.
8. Regear (16/42).
9. Revalve and rebuild the suspension (White Bros. suspension division).
10. Install IMS fuel tank with dry brake.
11. Install Scott's Steering damper.
12. Install FMF pipe and silencer.
13. Install all white UFO plastic.

Why was the bike all white? We wanted people to know that it was a private effort. White Bros. built the bike, not Team Green. Frankly, Team Green was pleased with the idea. They had a long winning streak in Baja and would rather not be involved at all than be associated with a budget operation that was out of their control. In the end, Kawasaki personnel gave us unofficial support and advice and were genuinely disappointed when it didn't come together.

The bike was eventually raced in the Best In The Desert Laughlin U.S. Hare Scrambles. The truth is that a well-built KX500 is the ultimate desert bike, whether that desert is in Mexico or Nevada. It's a big, imposing bike to sit on, but it's dead stable at speed. With a balanced crank, it doesn't vibrate your



Paul Krause wanted to solo the Baja 1000 on our '97 test bike. His body knew better and performed a mutiny.



hands off to rev the bike a little, but if you let the bike lope along at low-rpm, it's easier to climb on top of the whoops.

So the saga of the white KX did have a happy ending. It finally got raced, and ended up seventh overall at Laughlin. No, it didn't race Baja, but this particular bike had a magazine test, a comparison test, numerous MX races, a victory in the dirt world's only 24-hour race, a

Our project, Great White KX, might well be the ultimate desert bike.

second life and one final desert race in its resumé. We don't know where it will end up. Kawasaki sucks old test bikes back and they get shipped to various dealers around the country. We hope, though, that whomever ends up owning it has half as much fun as we did. □

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"Mini" reverse cone megaphone design

YAMAHA YZ400F vs. KAWASAKI KX250

Can the new super-thumper dethrone the best 250?

By the ambidextrous staff of DIRT BIKE

When Yamaha embarked on the YZ400F journey, the engineers aimed it directly at the '98 YZ250, and didn't stop until the thumper would smoke the 250cc two-stroke in every category. The idea was to build the first motocross four-stroke capable of beating everyone on the gate—not just other thumpers. During preproduction testing, the YZF was consistently faster than the YZ250, to the (claimed) tune of three seconds per lap. This pleased the Yamaha guys to no end.

However, in our January shootout, the '98 YZ250 finished midpack. It was down some 2.5 horsepower to the KX250, and the Kawasaki also outshined the YZ in low-end torque, pull on overrev, fork action and stability. When the roost settled, the KX250 had soundly beaten the YZ on every track in the comparison.

Yamaha was smart to compare the YZ400F to a two-stroke 250 motocrosser, but time prevented Yamaha from comparing it to the best 250cc MXer of '98—the Kawasaki KX250. While Yamaha was developing the YZF, Kawasaki was finalizing the '98 KX, so it would have taken a time machine for Yamaha to obtain the new KX to test against the YZF.

Even our resident four-stroke haters could go faster, longer on the YZ400F. At this point, Damon Bivens (right) is wondering when it's going to be his turn to thump again. Shane Trittler ordered a YZF after the first ride.



SUMMERS' SECRETS



When your typical Sunday ride consists of 200 miles of sand, dust, mud, rocks, streams, and searing heat you don't want to have to walk home. That's why seven-time National Champion Scott Summers insists on Silkolene lubricants to protect all the moving parts in his Fred Bramblett tuned Factory Honda XRs. Using its substantial R&D resources and incorporating aerospace technology that has resulted in World, European, British, and U.S.A. Championships, Silkolene has developed a full line of high-quality, performance lubricants specifically for your motorcycle.

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YZ vs. KX

Nothing is stopping us from answering the burning question now, though. Can the YZF beat the top 250cc motocross bike of '98? Welcome to the duel to decide the Bike of the Year!

LEVELING THE PLAYING FIELD

Diehard two-stroke fans are already talking about farm equipment (the YZF) stinking up the 250 Nationals. Without ever slinging a leg over the bike, they have discounted the YZF's moto-worthiness: "A two-stroke will always beat a four-stroke," and all that rot. Those who have ridden a thumper enough to maximize its advantages and minimize its foibles know different. So we assembled riders from each group—thumper freaks and anti-thumper ring-dingers of various sizes and skill levels—and gave them time to acclimate to each bike before taking laptimes.

We ended up with Ron Lawson, who spent all of '96 qualifying for the ISDE on lightweight four-strokes but prefers two-strokes, Don Lieb, who owns a Husky 610 and a '98 250SX, Spud Walters, a pro who campaigns an RM250 and a White Bros. XR452, and the Lump, who makes no bones about his thumper-love. The anti-crowd consisted of Shane Trittler, who has trouble kick-starting thumpers, and Damon Bivens, an intermediate RM rider who has dabbled in XRs.

As for tracks, we visited Glen Helen, a fast, sandy track with 14 jumps and 25 turns, our high-desert whoop/G-out track (four jumps, 18 turns, 10,000 whoops) and Trittler's Castaic MX Park, a hardpacked supercross track with 20 jumps and 11 turns. Between these tracks, we got sand, loam, hard-pack, clay mud, hills, flat turns, off-cambers, berms, ruts, whoops, stadium rockers, G-outs and every type of conceivable jump. We set up the stock bikes with identical fresh knobbies (mounted by Pit Pro at [805] 255-5101) and timed the riders on each bike. The idea was to pick a track that would supposedly favor each bike and one that would be sort of a middle ground.

PICK YOUR POWERBAND

On the dyno, the KX and YZF were virtually tied in peak power, with each cranking out 45 ponies. However, the KX dropped like the Titanic once it hit 9000 rpm, and the YZF revved out to 11,000! On the track, it played out like this—at the end of every straight, when the KX rider was grabbing that next gear, the YZF motored past like the KX was tied to tree. The YZF's usable



spread of power was about double that of the KX, and it showed on any straightaway.

Coming off turns, though, the KX250 snapped to attention and revved quicker than the YZF, because it made comparable low-end torque and twice the number of power strokes for any section of track. If there was traction, the KX would put a bike length or two on the YZF. However, if there wasn't a rut, berm or ample loam to hold the KX's rear tire straight, it slewed sideways while the YZF was hooking up and hauling.

In deep sand, the KX's snap got it on top and planing quicker, while the YZF tended to struggle and wander a bit before getting up to speed. On slick clay mud, the YZF ruled, because the KX wasn't anywhere near as tractable. Trittler reported that he could clear a short-approach, sit-down double on the YZF, but the KX couldn't because of wheelspin. Every test rider thought the KX would be faster overall but came away impressed with the YZF's potent, usable engine. The YZF isn't just fast for a thumper, it's fast!

YA KICK IT TO START

Both bikes could be a pain or a pleasure to start, depending on how well the pilots knew the drill. Cold-starting the KX requires leaning it over 'til gas drools out or rocking the bike in gear before giving it a kick. Either will yield first-kick starts. Or you can simply kick it six or ten times until the cylinder is charged with fuel. Hot starts require one or two good boots on the highly placed kick lever, more if you have it in gear.

You have to charge the YZF on cold-starts, too. With the gas and choke on, twist the throttle twice to pump fuel into the chamber. Use the manual lever to

Which is better on jumps, the Kawasaki KX250 or the revolutionary Yamaha YZF400F? If the ramps are rutted, the YZF is better on take-offs, while the KX is better on landings.

get it past top-dead center, then kick with no throttle. It takes longer to describe it than do it, and it starts first kick, every time. When hot, just kick it, but don't touch the throttle! If you crash or stall it, pull the hot-start button, which lets fresh air from the airbox into the intake tract and eliminates the flooding.

Lump found it easier to start the YZF than the KX, but he's about the only one. On the other end of the spectrum, Trittler was able to start the YZF, which is a first.

SUCH SOFT THINGS

Suspension was soft on both the KX250 and the YZF400F, and we mean super-soft. After testing, both bikes had a big, black stripe on the underside of the rear fender, and we wish we had a dollar for every time we bottomed the fork on each bike. Both need stiffer fork springs for any fast guy, regardless of size, and guys above 165 pounds will probably want to go stiffer on the shock as well. Overall, testers preferred the YZF suspension package over the KX, which was fitted with progressive springs this year. The YZF fork was a bit stiffer, initially, and its shock-like bottoming bumper softened the blow to the wrists on big hits.

Differences in the shocks were less noticeable. Both hooked up well on chop and offered good control on whoops and big hits. Both offered good stability in braking bumps, and neither had any midstroke harshness. However, both would get busy when you hit square-edged stuff at high revs. Because the YZF would rev higher than the KX,

YZ vs. KX

the harshness was more noticeable. Overall, the YZF carried its 250 pounds better than the stock KX carried its 232 pounds.

KING OF THE CORNERS

Yes, the YZF is 18 pounds heavier than the KX. Yes, the KX has a steeper steering-head angle than the YZF (wheelbases were equal). No, the KX is not the king of corners! We found that the YZF carried much more cornering speed than the KX, regardless of the tightness, roughness and slickness of the turn. In high-speed, whooped-out sweepers, the YZF would hold its line, while the KX would invariably drift wide. Flat corners were no contest—the YZF would stick like glue, while the KX would be fighting to find traction. The F even required less input when slamming berms.

About the only time the KX would have an advantage was in deep sand. The YZF would push its front tire on flat, sandy turns, and it would take longer to accelerate out of tight turns. Everywhere else, the YZF's extra weight and tractability added up to faster cornering speeds, especially on right-handers. The Yamaha doesn't have much compression braking compared to other thumpers, but it smokes any two-stroke. In fact, the YZF has the same diameter rear disc as the KX, yet it will outbrake the Kawie anytime, anywhere. Layout was another factor. The YZF is thinner than the KX in the midsection, and the seat is harder, so we could get much more forward for turns on the Yamaha.

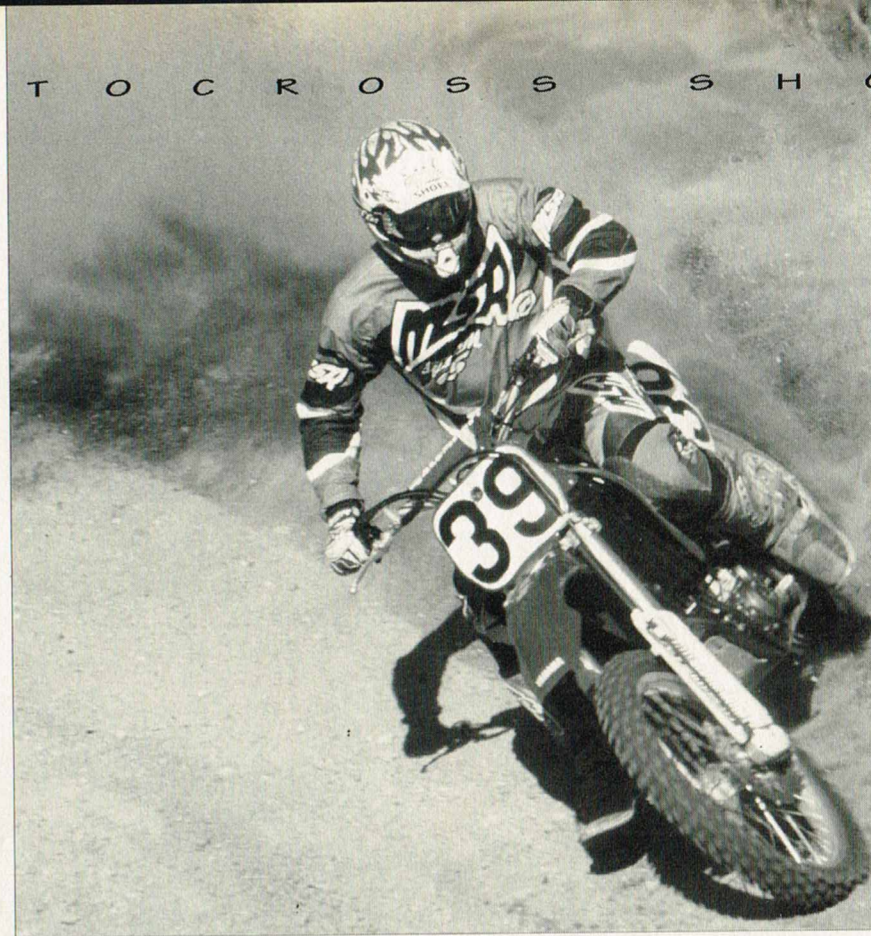
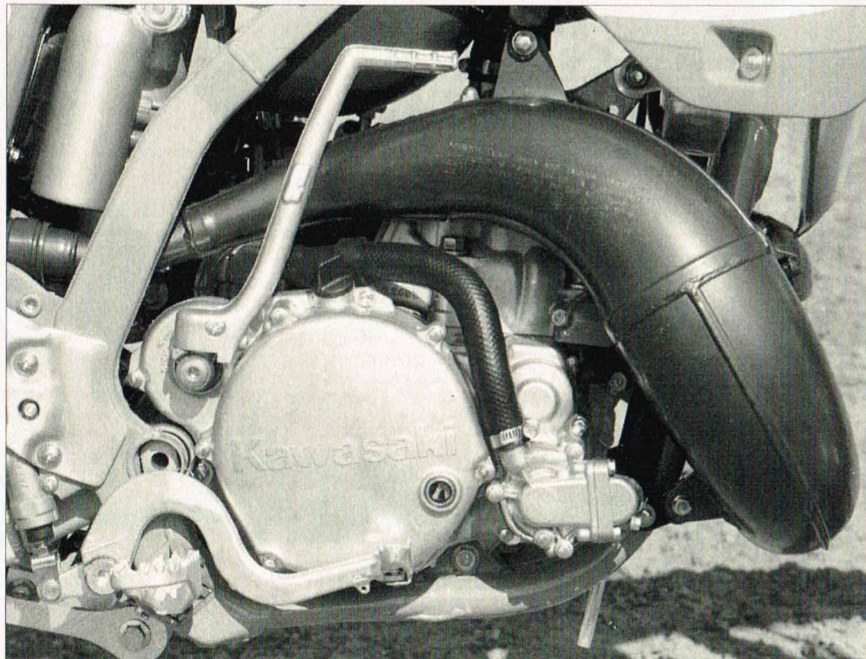
CONFIDENCE AT SPEED

Our YZ250 picked up some headshake this year, so we were worried that the YZF might make like a wet dog, too, but it didn't. What it did do was track straighter over every section of track than the KX. Not only was it more stable, it was more stable while going faster than the KX. Think about that. The YZF lets you go faster, longer than the KX, because you are not fighting to make the bike go where you want. The only time the KX took less effort was when the YZF's front tire would wander, as it did in sand and on some flat turns. Steering harder into the turn would bring the front end back in line,

Whether you are changing jets, tranny oil or the piston, the two-stroke KX250 is incredibly easy to maintain. Well, it's much easier to work on than the YZ400F. ▶



Big sand berms are definitely KX country. The quick-revving, flickable two-stroke is the king of America's cut-and-thrust riding style. It should be, because it's the product of supercross.



While the YZF can dust off a berm like no other thumper, its extra weight, slow-revving engine and slower steering geometry put it at a disadvantage on really tight tracks, especially in deep sand.

with little input required. We soon adapted, though. The worst downside to this was that the YZF wore out front tires faster than the KX. Considering that the KX wore out rear knobbies much faster than the YZF, we decided we could live with that.

BITS & PIECES & SNIVELS

- It sure is nice not to have to worry if gas is mixed in the oil or not, because the YZF doesn't need premix; just pump in 92-octane and go. Be sure to put the nozzle toward the rear of the tank, or gas will geyser into your face. The shape of the YZF tank is the culprit. The KX has no such behavior, but it sure is hard to see into the black fuel cell. We overfill the KX regularly.

- Do not let pit visitors twist the throttle on the YZF, or it will flood. We attached a zip-tie to a Renthal grip cover and wrapped it around the brake lever so the throttle couldn't be twisted. Drilling a hole through the grip, pipe and bars and pinning it shut is better.

- Both bikes have nice grab handles for lifting and loading.

- Just like the YZ125, the YZ400F drools oil-out of its breather hose onto your hauler or the garage floor.

- Both bikes vibrated noticeably, but the KX's vibes got to us quicker. It shook so much that its kickstart lever felt like it was about to fall off, but the bolt was tight.

- Doing a top-end job is infinitely easier on the KX, but cleaning and assembling the power-valve parts is a pain. The YZF has shimmed valves, meaning that you have to disassemble them to adjust the five valves. Heck, even changing jetting on the YZF is a major job. Luckily, the F is jetted spot-on for the tracks we used (1000–3500 feet elevation).

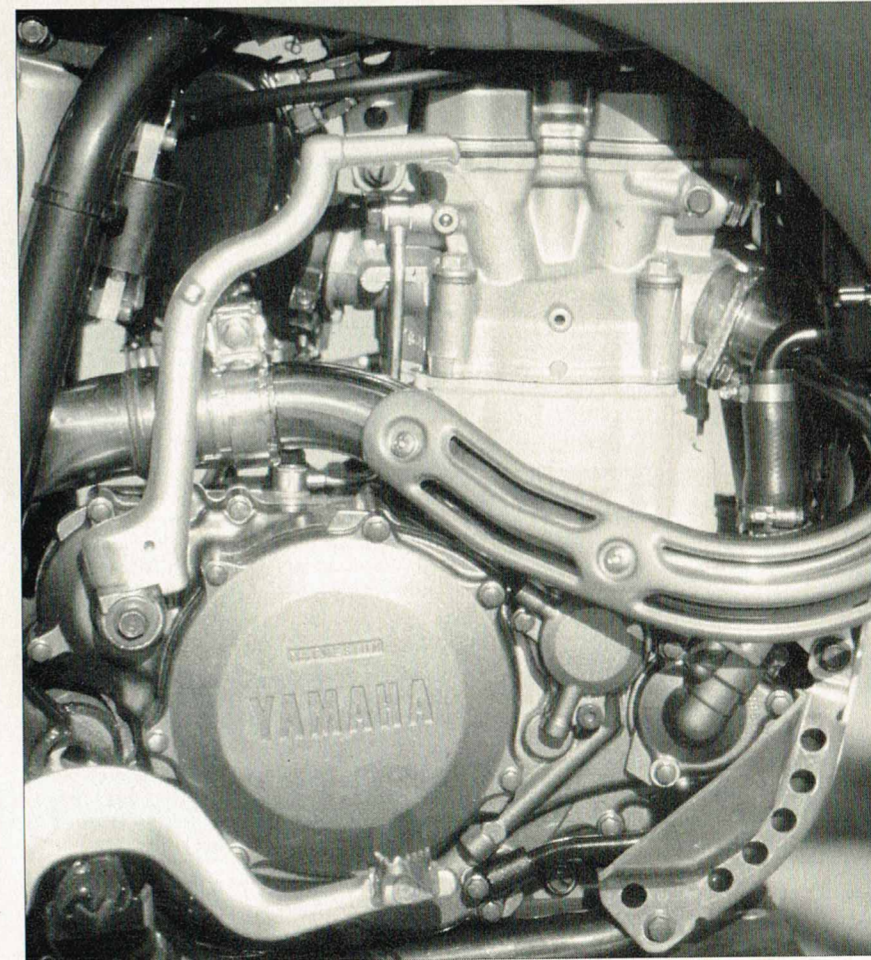
- Jetting on the KX250 was 158 main, 55 Power Jet, 45 pilot jet and 1.5 out on the airscrew.

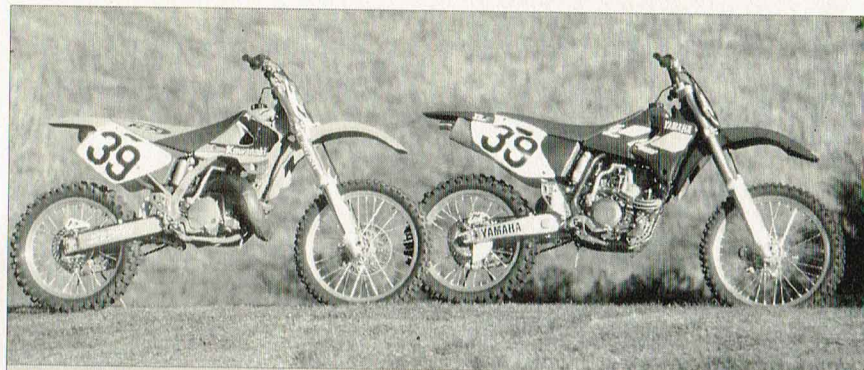
- The YZF has a two-stroke-style air-box, only it has a backfire screen in the filter cage.

- Its long stainless-steel silencer makes the Yamaha much quieter than the KX. The packing should last longer, too.

- Clicker settings on the YZF fork

Where the KX250 can inject dirt, water and filter oil and keep on ticking, the YZ400F is a picky eater. Get too much oil on the air filter and the YZF will refuse to run. We found out the hard way.





1998 KAWASAKI KX250

Engine type.....Reed-valve, liquid-cooled two-stroke
 Displacement.....249cc
 Bore and stroke.....66.4mm x 72.0mm
 Carburetion.....38mm PowerJet Keihin PWK
 Fuel tank capacity.....2.2 gal. (8.5L)
 Gearing.....13/48
 Lighting coil.....No
 Spark arrester.....No
 EPA-legal.....No
 Running weight w/no fuel.....232 lb.
 Wheelbase.....58.3" (1480mm)
 Rake/trail.....26.0°/4.3"
 Ground clearance.....15.0" (380mm)
 Seat height.....37.4" (950mm)

Tire size and type:
 Front.....80/100-21 Bridgestone M77
 Rear.....110/90-19 Bridgestone M78

Suspension:
 Front.....Kayaba 46mm inverted cartridge, adj. reb./comp., 12.2" (310mm) travel
 Rear.....Kayaba aluminum piggyback, adj. prel./reb./comp., 13.0" (330mm) travel

Country of origin.....Japan
 Suggested retail price.....\$5649
 Distributor/manufacturer:
 Kawasaki Motors Corp.
 9950 Jeronimo Rd.
 Irvine, CA 92718
 (714) 770-0400

REPLACEMENT PARTS COST

Piston.....\$82.71
 Ring(s).....31.10
 Air filter.....56.10
 Clutch plate (drive).....11.00(8)
 Clutch plate (driven).....8.74(7)
 Front sprocket.....28.90
 Rear sprocket.....92.00
 Front brake pads.....25.60
 Rear brake pads.....25.60

1998 YAMAHA YZ400F

Engine type.....DOHC, 5-valve, liquid-cooled 4-stroke
 Displacement.....399cc
 Bore and stroke.....92.0mm x 60.1mm
 Carburetion.....39mm pumper Keihin FCR
 Fuel tank capacity.....2.0 gal. (8L)
 Gearing.....14/49
 Lighting coil.....No
 Spark arrester.....No
 EPA-legal.....No
 Running weight w/no fuel.....250 lb.
 Wheelbase.....58.3" (1480mm)
 Rake/trail.....27.2°/4.6"
 Ground clearance.....14.7" (373mm)
 Seat height.....38.5" (978mm)

Tire size and type:
 Front.....80/100-21 Dunlop K490
 Rear.....110/90-19 Dunlop K695

Suspension:
 Front.....Kayaba 46mm inverted cartridge, adj. reb./comp., 11.8" (300mm) travel
 Rear.....Kayaba aluminum piggyback, adj. prel./reb./comp., 12.4" (315mm) travel

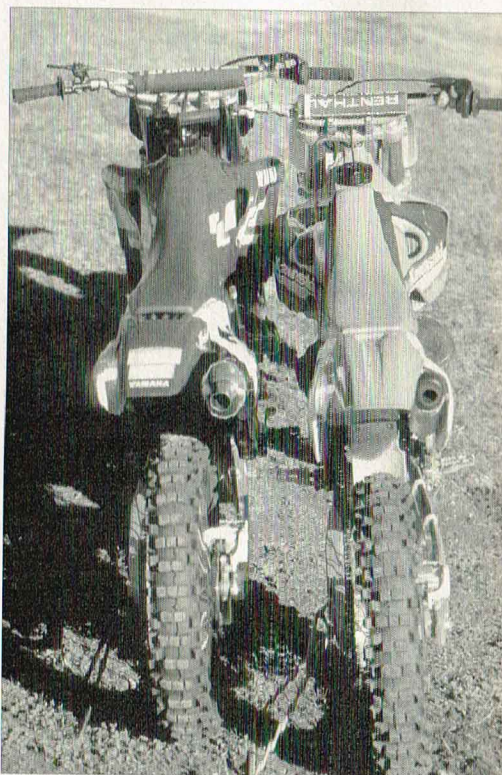
Country of origin.....Japan
 Suggested retail price.....\$5799
 Distributor/manufacturer:
 Yamaha Motor Corp.
 P.O. Box 6555
 Cypress, CA 90630
 (714) 761-7300

REPLACEMENT PARTS COST

Piston.....N/A
 Ring(s).....\$22.25
 Air filter.....57.26
 Clutch plate (drive).....14.16 (7), 9.20 (1)
 Clutch plate (driven).....13.50 (7)
 Front sprocket.....38.10
 Rear sprocket.....92.88
 Front brake pads.....69.00
 Rear brake pads.....59.55

Kawasaki, even though the track was rougher when he rode the F!

There you have it. From intermediate to pro, every rider was faster on the YZ400F than the KX250. It proved easier to ride, faster, more nimble through turns, and more stable at speed than the best 250 of the year. It made better power over a wider spread, and it carried its weight well. Best of all, it turned anti-thumper folks into thumper freaks. Bivens would get all misty-eyed when we pulled him off of the YZF, and Trittler ordered one the next day. The Yamaha YZ400F is definitely the Bike of the Year, maybe the decade. In one fell swoop, Yamaha has raised motocross to a new level, and it did it with four-strokes and five valves. We can't wait to see what '99 will bring!



The YZF's midsection is thinner and flatter than the perimeter-framed KX, and you can get farther up for turns. That's good, because the F's front tire doesn't feel as planted in turns as the KX's.

**TALE OF THE TAPES
 KX250 VS. YZ400F**

| SPEC | KX250 | YZ400F |
|--------------|----------|------------|
| Horsepower | 44.9 | 44.0 |
| Compression | 9-10.8:1 | 12.5:1 |
| Wheelbase | 58.3" | 58.3" |
| Geometry | 26°/4.3" | 27.2°/4.6" |
| Seat height | 37.4" | 38.5" |
| Weight (wet) | 232 lb. | 250 lb. |
| Price | \$5649 | \$5799 |

were 9/11 (compression/rebound) on the fork and 12/8 on the shock. We raised the F's fork-oil level 10mm and set sag at 98-100mm for each rider. The KX was set at 6/12 on the fork and 5/10 on the shock. We set sag at 95-97mm for each rider.

- If the YZF should ever foul its spark plug, lots of new words will probably get invented.

- Yamaha and Kawasaki both recommend changing the tranny oil often, like at least every three rides or races. The YZF takes 1600cc of 10W30, while the KX wants 700cc of gear lube.

- The plastic looks worked quickly on both bikes. We also scratched up the magnesium cases on the YZF in no time.

- Arm pump was a problem with some YZF riders on supercross obstacles, while some pumped up on fast tracks on the KX.

TIME PICKS THE WINNER

Cliff and dune jumping aside, it takes a stopwatch to tell if a bike (or setting) is faster than another. At Glen Helen, Ron was more consistent on the YZF, and his times were a half-second faster on the YZF. Don was a 1.5 seconds faster on the Yamaha, and he could turn more laps on the thumper before tiring. At our high-desert suspension test track, Spud was almost a full second faster on the YZF, and he made less mistakes on it. Damon could also turn faster laps longer on the Yamaha. At Castaic, Shane could turn faster laps in heavy traffic on the Yamaha than he could when he had the track to himself on the KX. When people heard that booming thumper, they got the heck out of the way! The psych factor was much higher with the thumper. Damon again turned his best laps on the YZF, and he could do twice the laps at speed on the Yamaha over the

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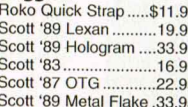
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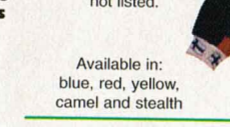
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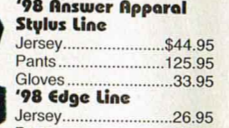
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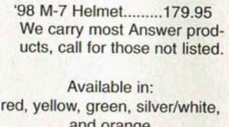
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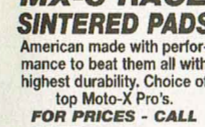
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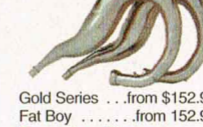
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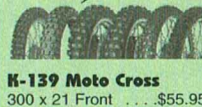


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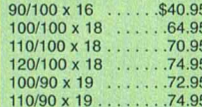
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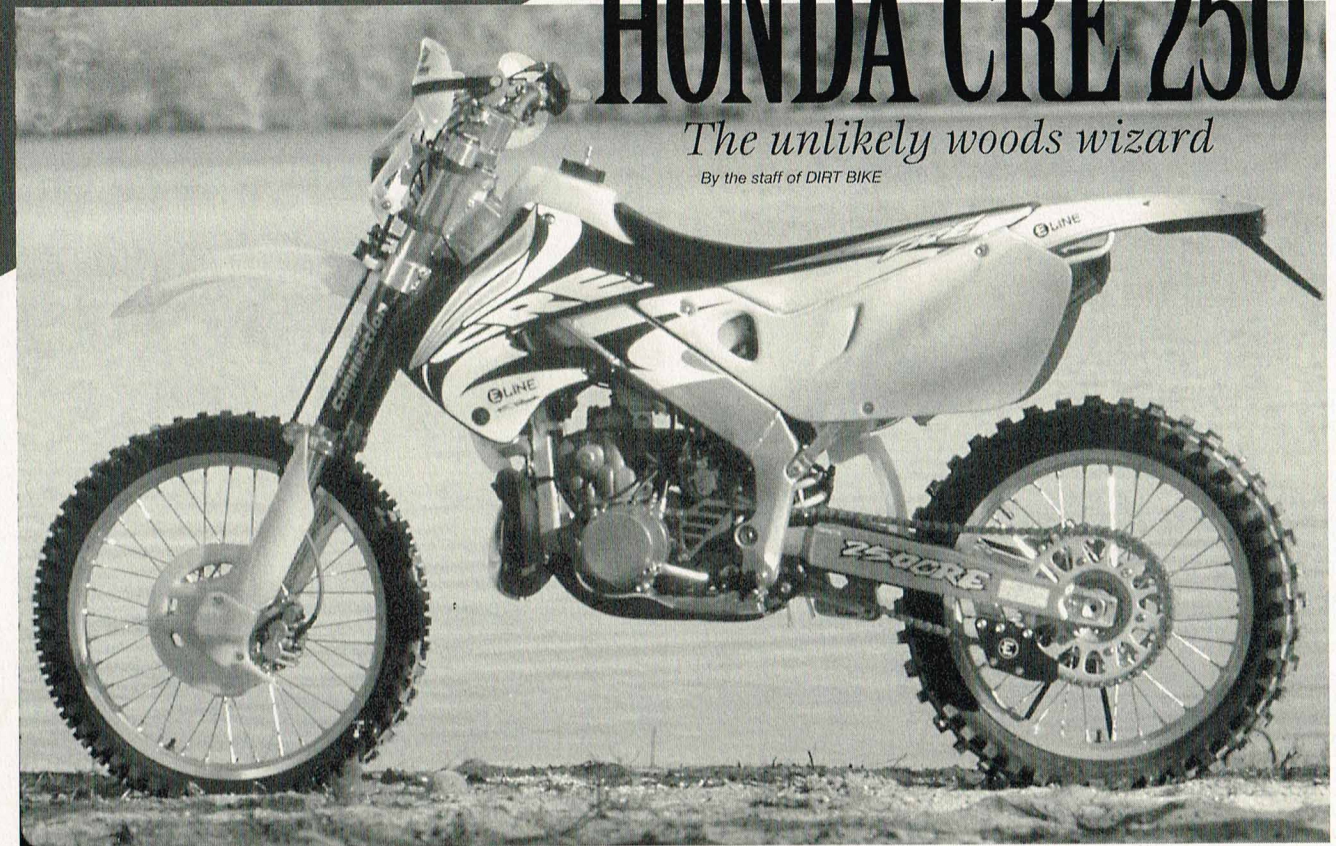
METZEL



HONDA CRE 250

The unlikely woods wizard

By the staff of DIRT BIKE



Let's say they did away with the death penalty. What would be a suitable replacement sentence for your average axe murderer? In a recent nationwide poll, more than 95% of those surveyed replied that the only alternative would be to strap the convict to an aluminum-frame Honda CR250R and make him ride in New England rocks for the rest of his natural life. The remaining 5% thought that was much too cruel.

Among the general population of dirt bike riders, there is a belief that the CR is a harsh, brutal motorcycle. They think that the aluminum frame is much too stiff and unyielding to ever provide a comfortable ride, and that the CR would be the absolute worst bike for tight, choppy eastern trails.

Well, it isn't true. The CR *is* a harsh motorcycle in stock form, but it doesn't have to be. It has nothing to do with the frame—we have proof. Recently, we visited the Massachusetts stomping grounds of Kevin Hines. He has taken a '98 CR250R and transformed it into a sweet trail machine, ideal for the rocks and roots of New England—and he did it without removing the aluminum frame. We checked; it was still there.

◀ *The CRE is a cushy ride. We know, we didn't expect that from a Honda either.*

SUSPENSION—PRIORITY ONE

The reasons the CR developed such a rap lie in the suspension and, believe it or not, the thin, hard seat. Yes, the frame is more rigid than a normal steel frame, but there's no reason the suspension can't be adjusted to compensate. It's just that suspension tuners have had years and years to develop settings for steel frames, and those same settings and damping values *shouldn't* work on the new Honda. Hines and Rick Claxton at Factory Connection worked on the CR for over a year, developing the suspension specifically for eastern trail conditions.

Factory Connection has a few standard modifications aimed at improving the durability of the shock body. The compression and rebound stacks are modified and the stock 4.9-kg/mm spring is swapped for a 4.6. In the fork, Rick uses different compression valve springs to lessen the pressure in the inner chamber, and uses the stock 0.39 springs with modified valving. In the past, we have ridden CRE 250s out in California. They worked pretty well on our trails, but generally felt a bit soft on big whoops. Back on the trails where the bike was developed, though, it's a whole different story. The CRE is awesome. The stock tendency of the rear end to unload entering turns, then al-

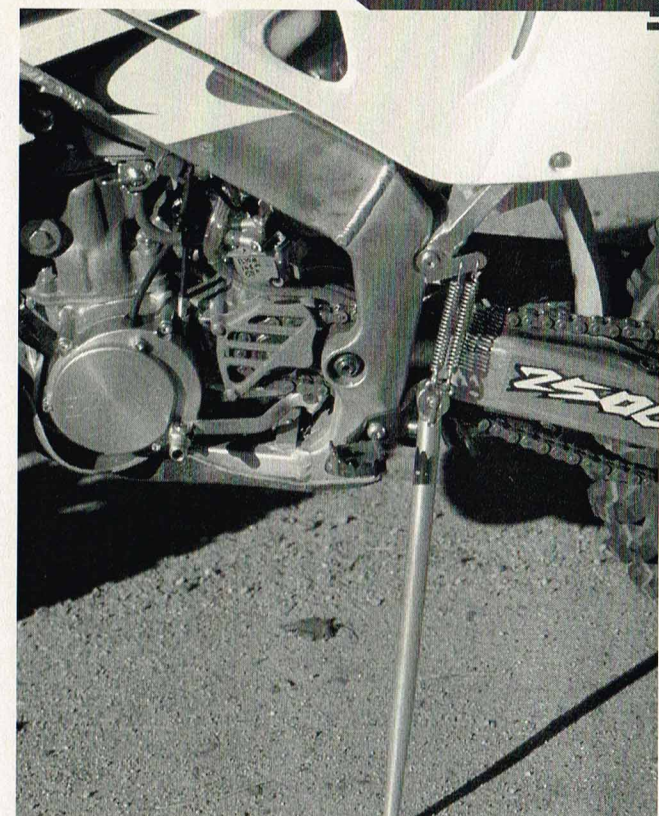
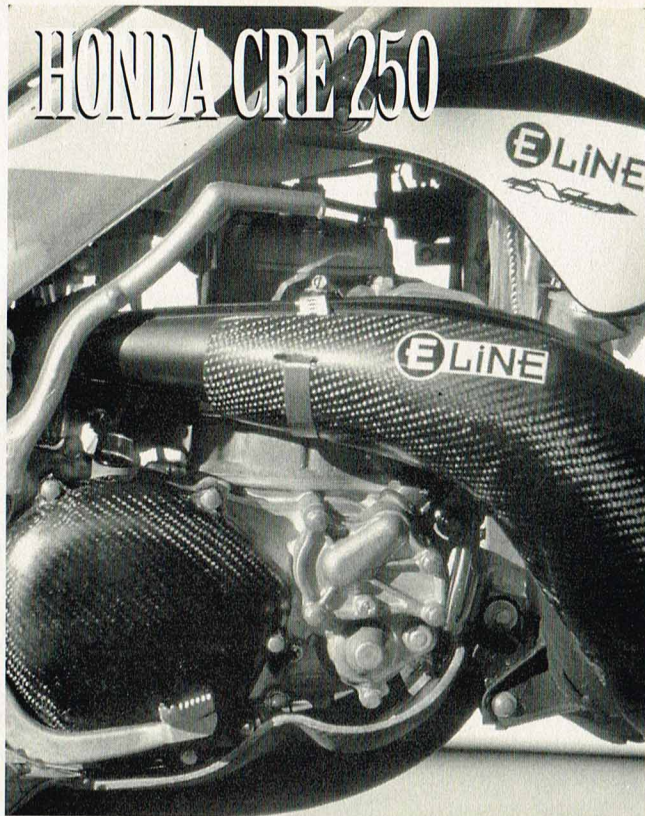
Is the aluminum CR too harsh and too powerful for off-road use? Not with a little work—the CR actually is the best starting point for a MX-to-enduro conversion.

ternately squat and unload within the turn is gone—and it's *not* harsh. It's in the opposite universe of harsh. Ride this bike over one root section, or through a pile of ugly, sharp rocks, and you will never buy into the hokey about the aluminum frame being harsh again.

Does it bottom? Not that we could tell in the tight trails around Cape Cod. We know that we *could* bottom it on some old-fashioned, Southern California whoops, but that's not what this bike is made for. The CRE feels cushy and soft, without the instability and excessive chassis movement that usually comes with soft suspension.

WHAT ABOUT THE MOTOR?

Another misconception about newer Honda CR250Rs: they hit hard and are uncontrollable. People who have never ridden a stock Honda just assume that they are uncontrollable. They hear again and again how fast the Honda is, and how it doesn't have much torque. Doesn't that add up to a bike that hits too hard for trail use? No. We magazine types keep saying the Honda is fast because the Honda *is* fast—on top. It revs like crazy, but in stock form, it has the



The E-Line lighting kit serves two purposes. It smooths out the power and lets there be light.

smoothest, most linear powerband of all the Japanese 250 motocrossers. The RM, KX and YZ all hit harder somewhere along the way—and at very low rpm (lower than you would ever go on a motocross track), the CR chugs as well as any of them.

Hines does only a few things to the engine. He installs a V-Force reed cage, an FMF pipe and silencer and a lighting kit that increases flywheel inertia. According to Kevin, the magnetic field produced by the lighting kit's additional flywheel magnets also has a smoothing effect on the engine's powerband. Who knows? We have heard of stranger things.

WHAT DOES CRE STAND FOR?

Not California Riders Exterminated. Whew. Riding the CRE in eastern woods is easy, even for California guys. Kevin has a reputation for getting western riders out to his turf and murdering them. Two factors intervened, however: one, it's hard to destroy a rider without destroying the bike he rides (and Kevin saw no use in destroying his own bike); two, the bike is forgiving of even desert-rider mistakes. It had a WER steering damper, which we turned up for rocks and turned down for twisty, sandy sections. In all fairness, the Honda doesn't need a steering damper, but it definitely doesn't hurt. The bike is very stable.

Other things in the nice-to-have-along

category: E-Line pipe guards. It doesn't take a very big rock to flatten a \$200 pipe. These carbon fiber pipe guards work better than just about any other pipe protectors we have run across (literally; we had Joe running across them in his Chevy Sprint). E-Line also has skid plates, clutch cover guards and guards for just about anything you can think of.

If you don't feel like piecing together something on your own, Hines makes kits with the most important parts for enduro conversion. Originally the CRE people in Italy modified Honda CR250s, making what passes in Europe for an enduro bike, and Kevin Hines imported them. After that, he just imported the Italian kits to modify Hondas that were already over here. Now he makes his own enduro kit, and it's much better suited to American riders. For \$925, the kit includes: Acerbis DHH headlight; Acerbis bolt-on tail-light; E-Line lighting coil/mag cover (200 watts); wiring harness; three-gallon IMS tank; RK O-Ring chain; FMF spark arrester; Ghost color front fender; E-Line graphics; Seat cover; Factory Connection 15% discount coupon.

The most important parts that aren't included in the kit probably are hand guards and thick seat foam. He also has rear-fender braces and kickstands that come from Italy.

THE WHOLE TRUTH

We need to admit, we were sucked in by the myths and misconceptions surrounding the aluminum Hondas. We

Darn clever, those Italians. E-Line's imported CR kickstand requires no welding and tucks out of the way better than most original-equipment stands.

would never have guessed it, but of all the 250cc MXers, the Honda makes the best platform to build an eastern-style enduro bike. Just getting the suspension right gives you a great enduro bike. Everything else the CRE has just makes it that much better.

For further information, contact E-Line, (508) 295-0812; Factory Connection, (800) 221-7560; WER, (908) 637-6385. □

| HONDA CRE 250 | |
|--------------------------------------|-------------------------------|
| Gearing | 13/50 |
| Main jet | 168 |
| Needle | 1370M |
| Powerjet | 45 (drilled) |
| Pilot | stock |
| Fork springs | stock |
| Shock spring | 4.6 kg/mm |
| Fuel capacity | 3.0 gal. |
| Rear tire | 19" Trelleborg 754 Ten Master |
| Front tire | 21" Trelleborg 914 Maxi Grip |
| Triple clamp | Applied, 2mm less offset |
| PRICES | |
| E-Line kit | \$925.00 |
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| KX250 (1990-1997) | 71.50 |
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| KX500 (1988-1997) | 87.40 |
| RINGS | |
| KX80 (1983-1997) | \$20.50 |
| KX125 (1982-1985) | 23.99 |
| KX125 (1986-1987) | 9.50 |
| KX125 (1988-1989) | 23.95 |
| KX125 (1990-1997) | 9.50 |
| KX250 (1980-1997) | 29.50 |
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|---------------------------|---------|
| KX80 (1983-1997) | \$18.95 |
| KX125/250/420 (1980-1983) | 17.95 |
| KX125/250/500 (1984-1997) | 19.95 |

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|---------------------------|---------|
| KX80 (1980-1997) | \$19.95 |
| KX125 (1982-1997) | 24.95 |
| KX250 (1982-1997) | 23.60 |
| KX400/420/500 (1980-1985) | 25.99 |
| KX500 (1986-1997) | 24.99 |

SWINGARM BEARING AND SPACER KIT



Consists of two GENUINE KAWASAKI swingarm bearings and two spacers.

| | |
|-----------------------|---------|
| KX80 (1981-1997) | \$27.10 |
| KX125/250 (1982-1991) | 33.30 |
| KX125/250 (1992-1995) | 47.30 |
| KX125/250 (1996-1997) | 57.30 |
| KX500 (1986-1997) | 30.95 |

CHAIN BUFFER KIT

Consists of swingarm buffer and lower chain guide buffer. Design may vary from picture depending on year & model.

| | |
|---------------------------|---------|
| KX80 (1981-1985) | \$43.50 |
| KX80 (1986-1997) | 85.50 |
| KX125/250/500 (1984-1987) | 33.95 |
| KX125/250/500 (1988-1996) | 40.85 |
| KX125/250 (1997) | 49.95 |
| KX500 (1997) | 40.50 |



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| | |
|-------------------|----------|
| KX80 (1981-1986) | \$244.60 |
| KX80 (1987-1990) | 192.30 |
| KX80 (1991) | 176.50 |
| KX80 (1992-1997) | 192.50 |
| KX125 (1982-1986) | 266.90 |
| KX125 (1987-1994) | 225.00 |
| KX125 (1995-1997) | 256.99 |
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| KX500 (1985-1997) | 365.44 |

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|---------------------------|---------|
| KX80 (1983-1997) | \$19.70 |
| KX125/250/500 (1980-1983) | 38.70 |
| KX125/250/500 (1984-1986) | 39.99 |
| KX125/250/500 (1987-1997) | 37.99 |
| REAR | |
| KX80 (1983-1997) | 20.20 |
| KX125/250 (1985-1987) | 26.50 |
| KX125/250 (1988-1993) | 24.99 |
| KX125/250 (1994-1997) | 29.99 |
| KX500 (1985-1997) | 25.20 |

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|---------------------------|------------|
| KX80 (1981-1997) | \$8.60 ea. |
| KX125 (1980-1987) | 9.15 ea. |
| KX125 (1988-1997) | 10.75 ea. |
| KX250/420/500 (1980-1983) | 8.40 ea. |
| KX250/500 (1984-1986) | 12.99 ea. |
| KX250/500 (1987-1997) | 9.99 ea. |

WRIST PIN WRIST PIN BEARING

| KX80 (1983-1997) | \$5.75 |
|---------------------------|--------|
| KX125/250/500 (1980-1997) | 9.30 |
| WRIST PIN BEARINGS | |
| KX80 (1983-1997) | 9.60 |
| KX125/250/500 (1980-1997) | 9.95 |

FRONT/REAR WHEEL BEARING/SEAL KITS GENUINE KAWASAKI

| FRONT | |
|---------------------------|---------|
| KX80 (1983-1984) | \$22.95 |
| KX80 (1985-1997) | 16.95 |
| KX125/250 (1983) | 16.00 |
| KX125/250 (1984-1992) | 45.95 |
| KX125/250 (1993-1997) | 36.90 |
| KX500 (1987-1997) | 42.95 |
| REAR | |
| KX80 (1983-1997) | \$25.50 |
| KX125/250/500 (1986-1989) | 28.70 |
| KX125/250/500 (1990-1996) | 33.75 |
| KX125/250/500 (1997) | 41.50 |

EBC brake pads

| | |
|----------------------------------|---------|
| KX80/125/250/420/500 (ALL YEARS) | \$21.95 |
|----------------------------------|---------|

CRANK MAIN BEARING & SEAL KIT

| | |
|---------------------------|---------|
| KX80 (1983-1997) | \$34.99 |
| KX125 (1982-1986) | 47.99 |
| KX125 (1987-1997) | 38.99 |
| KX250/420/500 (1980-1997) | 58.99 |

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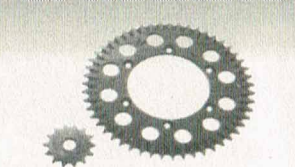
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|-------------------|---------|
| KX80 (ALL YEARS) | \$51.95 |
| KX125 (1978-1986) | 66.13 |
| KX125 (1987-1997) | 69.95 |
| KX250 (1978-1986) | 76.55 |
| KX250 (1987-1997) | 88.95 |
| KX500 (1988-1997) | 91.95 |

MAC TOP END GASKET KIT

| | |
|-----------------------|---------|
| KX80 (1983-1987) | \$21.95 |
| KX80 (1988-1997) | 14.75 |
| KX125/250 (1980-1989) | 28.95 |
| KX125/250 (1990-1997) | 21.40 |
| KX420/500 (1980-1985) | 31.95 |
| KX500 (1986-1989) | 39.99 |
| KX500 (1990-1997) | 23.99 |

CRANK REBUILD KIT



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|-------------------|---------|
| KX80 (1984-1988) | \$50.50 |
| KX80 (1989-1997) | 77.50 |
| KX125 (1981-1991) | 86.99 |
| KX125 (1992-1997) | 74.40 |
| KX250 (1985-1993) | 86.40 |
| KX250 (1994-1997) | 105.40 |
| KX500 (1988-1995) | 89.95 |
| KX500 (1996-1997) | 120.50 |

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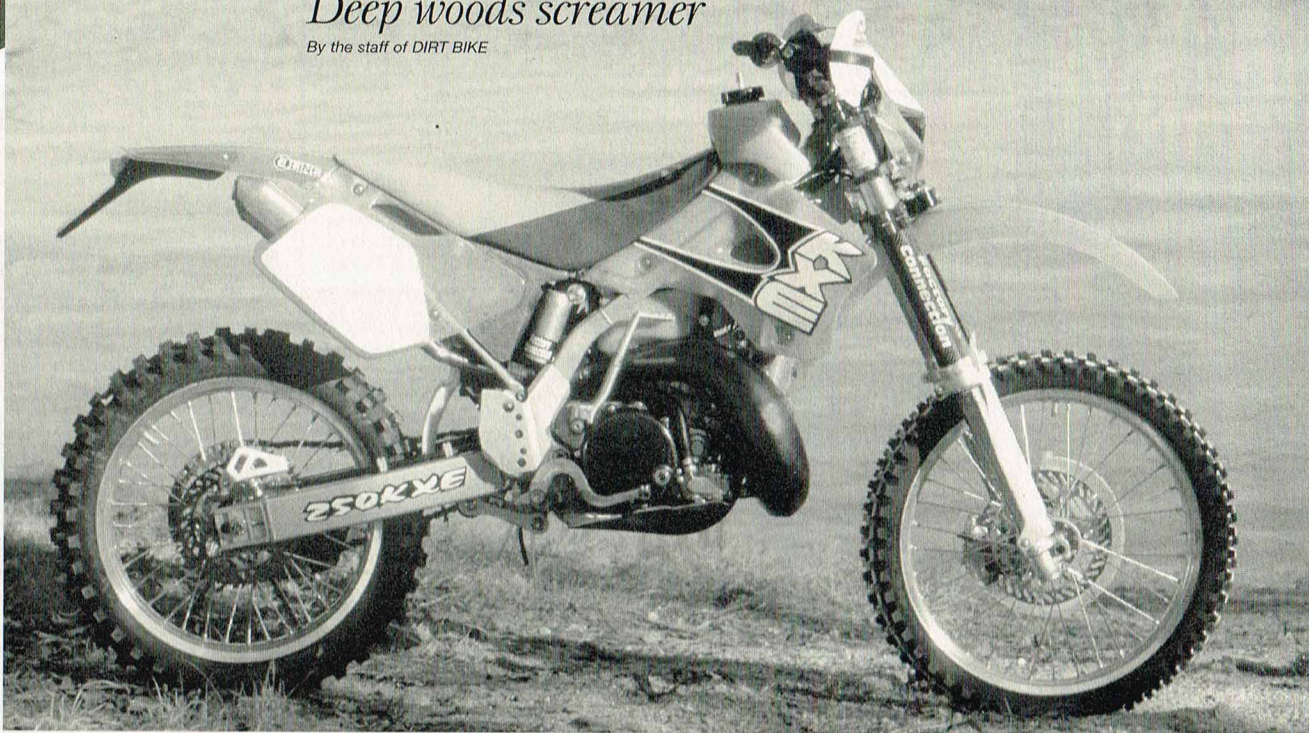
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E-LINE KAWASAKI KXE

Deep woods screamer

By the staff of DIRT BIKE



There are certain things you just don't do in mixed company. You don't loudly refer to Princess Di as The Royal Tramp in a London pub. You don't blow your nose on the U.S. Constitution. And you don't criticize the '98 Kawasaki KX250 around KX aficionados unless you are willing to fight. It's called respect, something the new KX has earned a lot of.

Why shouldn't the KX be shown some reverence? It is the best 250cc motocross bike of '98 in nearly everyone's eyes. Jeff Emig won two national championships on a KX250-based works bike in '97. On top of that, here's a new crown for the KX: of all the 250cc motocross bikes, it makes the best enduro bike in stock form. The progressive springs at both ends of the suspension are pretty good at picking up little rocks and roots—way better than the straight-rate, full-moto suspension on the YZ, RM or CR. It also has more bottom-end power than any of the others, as well as more flywheel effect. If some rule said you had to ride a bike in box-stock form, the Kawasaki would be the only non-enduro bike you would see at off-road events anywhere in the country.

There is no such rule, though. Motocross bikes crowd enduro staging areas

all across the country, and not one of those motocross bikes is stock. They all have reworked suspension or reworked engines or both. Against a stock CR250 the KX might look like a good enduro bike, but against a CRE . . . well, that's another story. Can the KX be made into a CRE replica; a KXE? We asked the CRE guy himself, Kevin Hines, to do just that.

NEXT STOP, ENDUROTOWN

You probably remember when Hines was importing the first CRE Honda enduros from Italy. American Honda certainly remembers. Corporate lawyers with briefcases full of scary legal papers began paratrooping on Hines' lawn immediately. Why, they asked, are Hondas being sold in the U.S. by someone other than American Honda? Good question. So Hines began selling enduro kits rather than whole motorcycles. After a year or two of that, there seemed no reason that a CRE kit couldn't be made for a KX. Presto! Instant KXE.

The KXE kit, actually called the E-Line enduro kit, has the same stuff as the E-Line kit for Hondas. The heart of all is the lighting coil/flywheel/mag cover kit. This is the world's easiest bolt-on electrical system for MX bikes. An extra flywheel bolts on top of your ignition

Okay, it's the greatest motocross bike of the year in nearly everyone's book. Off-road, the Kawasaki KX250 has a little too much, too soon.

rotor. That gives the engine more flywheel effect and powers coils that are mounted inside the CNC-machined mag cover. There are two 100-watt leads coming out of the system—one for a headlight and another for something like Hot-Grips, or maybe two for the headlight if you plan on doing some high-speed runs in the middle of the night. Sold separately, the lighting kit is \$399.

Next on the KXE parts list are an Acerbis headlight and taillight, a wiring harness, a three-gallon IMS fuel tank, an RK O-ring chain, a front fender, an FMF silencer/spark arrester, graphics and a discount coupon for suspension work. After the kit was installed, the KXE was dipped in glue and dragged through the E-Line warehouse. A lot of stuff stuck. It got carbon fiber guards for the clutch cover, forks and exhaust pipe, a carbon fiber chain guide and skid plate, and Pro Taper bars with Enduro Engineering handguards. A WER steering damper topped things off.



Which bike was the torquiest of the four? The KXE. Is there such a thing as too much torque? Yes, although we had to ride it to believe it.

WHAT ABOUT THE SUSPENSION?

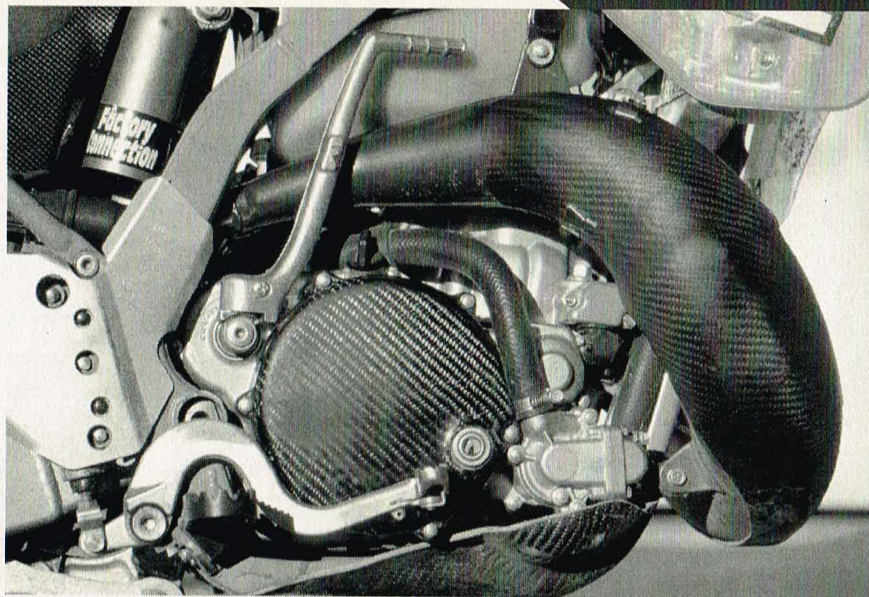
Glad you asked. Sure, the KX has the best off-road suspension of all the 250cc motocrossers, but that's still nothing to be proud of. In stock form, the KX is good for western-style desert rides and not much else. Get it on tight trails and you feel every root, acorn and pebble. The stock KX stuff is good, but it just wasn't made for trails. That's why Hines had Factory Connection rework both ends.

Oddly enough, the first thing that Rick Claxton at Factory Connection did was to throw away the progressive springs. They are rated at 0.41 kg/mm in the initial section, then progress to 0.50 kg/mm. If you went to softer progressive springs, then the initial segment would bottom out with the rider's weight alone, leaving the heavier coils to do all the work. In the end, a spring rate that was rated softer would provide a much stiffer ride. Straight-rate springs with an in-between rating of 0.43 actually make for a softer ride. Along with that, the valving was changed, and the seals were replaced. Evidently, the stock seals are stiff and make very little contact with the chrome tubes; very good for eliminating stiction, but also good for eliminating the seal's ability to seal. The seals from the KYB works kit were used, which last longer and don't appreciably increase drag.

In the rear, the stock 4.8/6.6 spring was bounced in favor of a 4.6. The KYB shock got new valving as well as modifications that should prevent scoring of the inner shock body and extend the life of the shock.

All of the suspension work was designed with Kevin Hines' neighborhood in mind. In case you don't live there, that means tight woods, small, closely-spaced whoops, tree roots, occasional rock piles and slow speeds (second gear for hour after bloody hour). Luckily, that describes most of the trails east of the Mojave Desert. The KXE felt soft for the all-important garage bounce test. On the trail, though, it was a lifesaver. When there is so much shrubbery you can't see the trail for more than three feet in front of your fender, you don't always have time to set up perfectly for each root and log. Yes, we know you should cross all the stuff at 90 degrees, but sometimes you just can't. That's where the fork is at its best. The wheels don't hit roots; they roll over roots. Nine out of ten times the bike just goes straight. The tenth time you went sideways because you did something really dumb. Part of the credit has to go to the Trelleborg front tire, which was made with that in mind.

Still, it's easy to see that Hines and Factory Connection have more testing time on the Honda fork and shock. The KX moves up and down on its suspen-



The carbon fiber pipe guards aren't just for looks. If you ride in rocks, you WILL hit the pipe sooner or later. Probably sooner. The carbon fiber takes all the impact and spreads it out.

sion much more than the Honda. That's typical of soft spring rates, but the Honda is even softer than the Kawasaki, and it's much more stable. Chalk it up to experience.

MORE MOTOR/LESS MOTO

What about the motor? The KX makes lots of power—more, frankly, than you need on 90% of the trails on earth. The same low-rpm hit that feels so good on a loamy motocross track can be a handful when climbing up a slimy, rock-covered hillside. The additional flywheel helps smooth things out. Hines also uses a V-force reed cage that he says tames the low-end hit and gives the bike a little more midrange. An FMF K-36 pipe does more of the same, with the spark arrester smoothing things still more.

When it's all done, the KX still is a rocketship. The engine has every bit as much power as it does in its MX form. There might be a little more in the middle and a little less snap down low, but the bottom line is that the KX motor is a brute. When the dirt is moist and you are riding hard, there's no better feeling in the world than to twist the KX's throttle and feel it send a berm to dirt heaven. When you want to meter out smaller doses of power, you have to be a little more careful. If, for example, you mean to climb a hill with a layer of blood-vein-like roots covering the surface, it's best to roll off the gas early and let the flywheel carry to the top. Try to accelerate while on top of the roots and you will go more sideways than up.

EAST & WEST

Life can't be too hard if your biggest complaint is that you have too much power. That thought only strikes you when you are struggling on tight, full-Eastern style trails. Out West, the KXE motor



Hines has been making Honda CRs into off-road bikes for years. This was his first Kawasaki attempt. The end result was impressive, but the extra development on the CR really shows.

might be the ultimate. When you are in taller gears and have more wide-open spaces, the bike is truly in its element. There's nothing better. That's only fitting; when you start off with a bike as good as this, you had better end up with something good. The '98 KX250 deserves it.

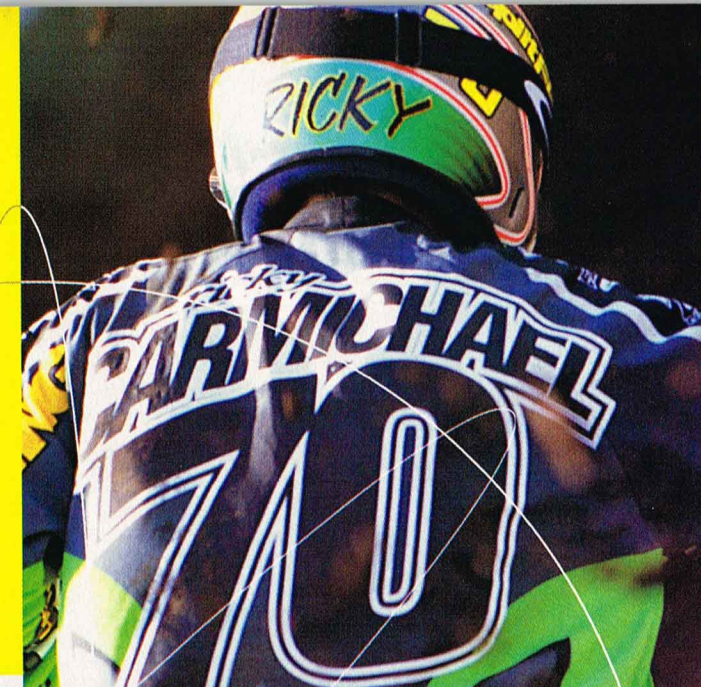
For further information, contact E-Line at (508) 295-0812, Factory Connection at (800) 221-7560 or WER at (908) 637-6385 (for prices, refer to CRE test).

E-LINE KXE 250

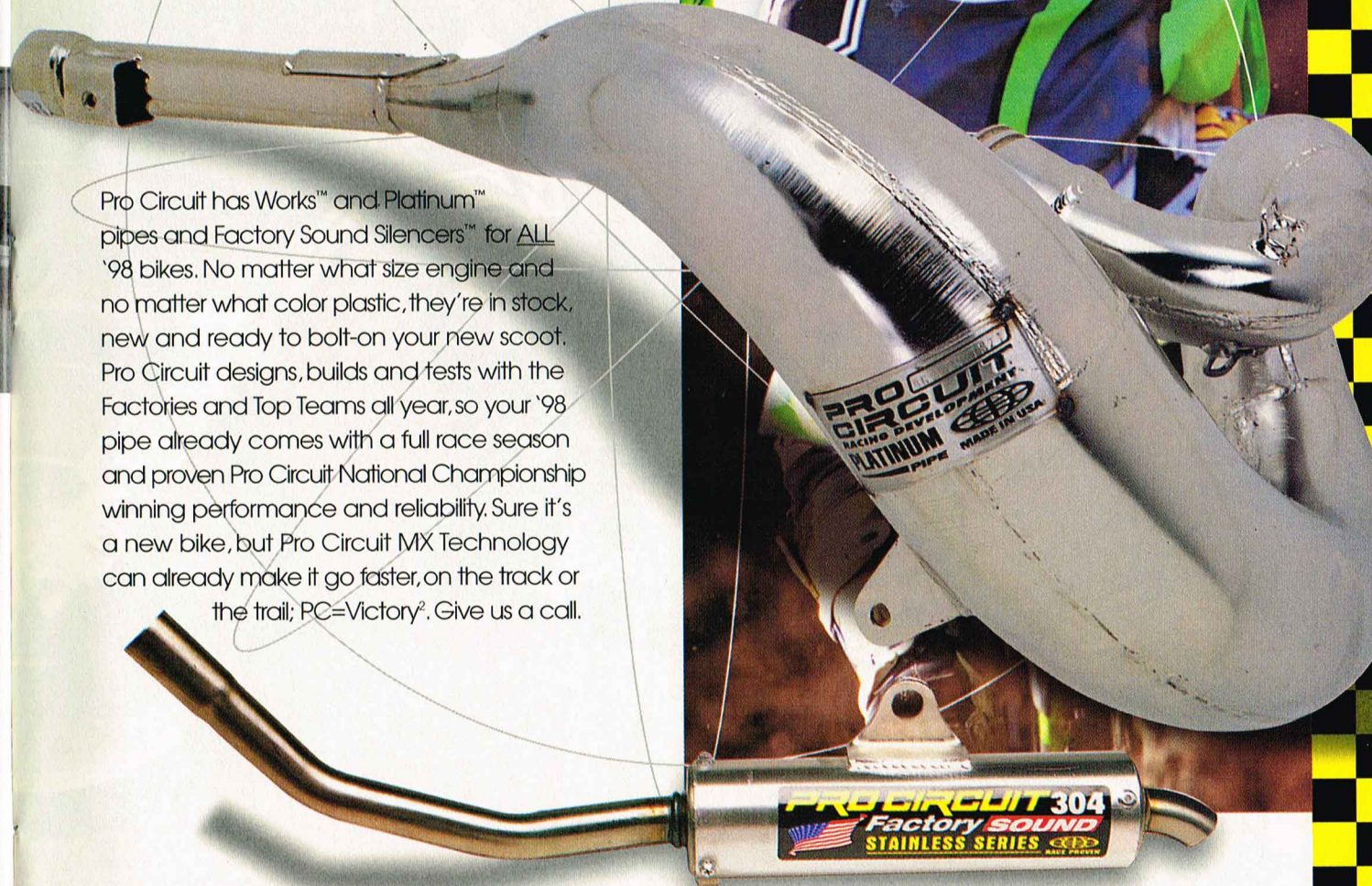
- Gearing:** 13/50.
- Main jet:** Stock.
- Needle:** Stock.
- Pilot:** Stock.
- Fork springs:** 0.43 kg/mm.
- Shock spring:** 4.6 kg/mm.
- Fuel capacity:** 3.0 gal.
- Rear tire:** 19-inch Trelleborg 754 Ten Master.
- Front tire:** 21-inch Trelleborg 914 Maxi Grip.
- Triple clamp:** Applied, Stock offset.
- Brakes:** Stock with Fastline hose. □

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CANADIAN YAMAHA WR250

The first step is finding one. The second is making it better

By the staff of DIRT BIKE

There's one sure way to create demand for something: tell people they can't have it. For example: Yamaha's motocross team still loves the snappy power that the YZ250 produced back in '94. The cylinder changed in '95 and they say the motor became too tame. So the typical pro MXer just throws away the new top end and uses one from an older bike.

Off-road riders, on the other hand, love the smooth powerband of the new YZ motor. Yet the U.S. model Yamaha WR250 comes with the old '94 YZ engine configuration. So enduro guys all ride YZs instead of WRs. Is something wrong with this picture?

In Canada things are different. There, the '98 Yamaha WR is based on the '98 YZ, *not* the '94 YZ. In fact, you have to look hard at the northern WR to discover that it isn't a YZ. The only differences between a U.S. YZ and a Canadian WR are an 18-inch rear wheel, a lighting coil, gear ratios (all of them), suspension settings and a kickstand. Unfortunately, it doesn't have a larger gas tank. Maybe that's a good thing, considering how badly shaped the tank is on the U.S. WR250.

HERE'S THE CATCH

You really can't ride enduros on a Canadian WR in stock form, any more than you can ride a YZ in enduros. Our WR test bike had been worked over by Kevin Hines at E-Line. He is the same guy who built the CRE and the KXE tested in this issue. That's Kevin's niche; he takes motocross bikes and turns them into enduro bikes. Or, in this case, he takes enduro bikes and turns them into *better* enduro bikes.

The first thing the bike needed was a bunch of bolt-on stuff. It got an IMS gas tank that actually is slimmer than the stocker and holds one more gallon. He put

◀ *There are only a few differences between the Canadian WR and the American YZ: gear ratios, 18" rear wheel, lighting coil and kickstand. You have to supply the big tank and handguards at the very least.*



on enduro engineering handguards and all of his various carbon fiber protectors, from the pipe guard to the fork guard to the chain guide. He also installed a WER skid plate with built-on bash bars to protect the water pump and the ignition.

Here's a note from the redundancy department: he installed an E-Line lighting coil kit, right on top of the existing ignition, which already has a lighting coil. That means that his bike has enough electrical power to light a small stadium. Why double up? Primarily for the additional flywheel weight, but according to Hines, there's another benefit. He says the additional magnets in the flywheel have a tendency to smooth power out more effectively than just dead flywheel weight. He even has dyno charts that show . . . well, something. We are not sure what. The bike with the kit appears to make more power longer. It may be so, but we reserve the right to snicker in

Kevin Hines thought that the Yamaha was the easiest MXer to convert into an enduro bike. The power is already smooth enough and the suspension isn't half bad.

the back of class. The only other things he did to the motor were pretty much the same things he does for KXs and CRs: a V-Force reed cage and a FMF pipe and spark arrester.

Like his other conversions, Hines had Factory Connection do the suspension work. The WR starts off softer than the YZ. Stock, it comes with 0.42-kg/mm fork springs and a 4.6-kg/mm shock spring. Factory Connection left the fork springs in place, but bumped the shock up a notch, to the YZ's stock 4.8. Both ends were revalved for tight, choppy trails.

HERE'S THE BAD NEWS

Sorry to report that the Canadian WR, as tested, is better than the American

WR in every way. Aside from the ridiculous gas tank, the American version has always suffered from nagging jetting problems. For some odd reason, it comes with an antique round-slide Mikuni carburetor. The E-Line WR, on the other hand, runs crisp and clean with stock jetting. The powerband is much smoother, too. Part is due to the more modern top end (the one the MX team doesn't like), and part is due to the additional flywheel. The motor's bottom-end hit is sharp enough to leap over tall stumps with a single blip of the throttle, but it's controllable. You don't ever get more power than you mean to, so it's easy to keep traction in the slippery stuff.

Compared to the CR and the KX, the WR has a middle-of-the-road motor. It doesn't have the attention-grabbing low-end snap of the Kawasaki or the screaming top end of the Honda. It's actually a very good compromise on both fronts. For tight trails, the smooth low-end makes the WR easier to ride than the Kawasaki, but the Honda is tough to beat in that department. In outright acceleration, the Yamaha will be pulled by both the CRE and the KXE. That's pretty much how the three motors stack up in the motocross world, too.

In the handling department, the WR might well have everything beat. It's *sooo* stable. The bike actually makes you lazy. You know that any given rock or root isn't going to do anything to mess you up, so you just sit down and plow through things. You can even take an impact on one handguard or the other from a resilient jackpine and the WR goes straight. On top of that, the bike feels small, light and easy to toss around. It's much more nimble than the American WR—not only is the YZ-based chassis more compact, but the IMS tank makes climbing forward easy. It's one of the best tanks that IMS makes.

In sharp, 180-degree turns, the bike stays planted—it's especially good in rutted turns, where you can just pick a slot and stay put. The footpegs might be a little low or a little far apart, but you learn quickly to keep your feet out of harm's way.

We don't know what the stock Canadian-spec suspension was like because we never tried it. Hines had the fork and shock modified for New England terrain before we laid eyes on the bike. That's fine with us. The Factory Connection stuff was good for twisty trails. The terrain around the E-Line shop is choppy. In places, the whoops actually grow tall enough to rival anything in Florida or California. The speeds are lower, though, so you can't generally clear two or three whoops at a time. Usually, you get sucked into each one, so the suspension can't be too soft. The Yamaha did a great job of not bottoming and not floundering on the



Factory Connection is a New England-based company that knows pretty much what it takes to ride in that area. FC did the fork and shock on all three E-Line conversions.



MX guys like the '94 YZ power, but the new YZ doesn't come that way anymore. Enduro guys like the new top end, but the American WR comes with the older-style engine. The Canadian WR finally matches the right engine with the right rider.

face of the bumps, and still smoothing out little stuff. Compared to the other bikes, the Yamaha was most similar to the Kawasaki—it was only hampered by a slight tendency to move around on its suspension. It's no wonder the KYB components on the KX and YZ aren't that different.

SIGN ME UP

So are we telling everyone to storm across the border and buy up Canadian WR250s? Not really. The U.S. YZ250 is basically the same bike. If you really want to set up a Canadian WR for enduros, you will have a little work to do. It needs a bigger tank, handguards and a spark arrester, and the motor and suspension are still too MX-oriented for trail riding. In other words, it needs all the same things that a YZ needs. The only bonus that you can't get here is the wide-ratio gearbox. That might be useful if you plan on doing a lot of fire roads, but it's of no value on trails.

We know, it's much more fun to want something you can't have. Our advice: buy a YZ, have E-Line work it over and tell people it's the Canadian version. That will really make them crazy.

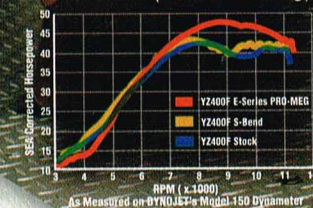
For further information, contact E-Line at (508) 295-0812, Factory Connection at (800) 221-7560 or WER at (908) 637-6385 (For prices, refer to CRE test).

E-LINE YAMAHA WR250

- Gearing:** 13/50.
- Main jet:** Stock.
- Needle:** Stock.
- Pilot:** Stock.
- Fork springs:** 0.42 kg/mm.
- Shock spring:** 4.8 kg/mm.
- Fuel capacity:** 3.0 gal.
- Rear tire:** 19-inch Trelleborg 754 Ten Master.
- Front tire:** 21-inch Trelleborg 914 Maxi Grip.
- Triple clamp:** Applied, stock offset.
- Brakes:** Stock with Fastline hose. □

The Incredible New

Elliptical Disc Exhaust System is Here (Patent Pending)



White Brothers has done it again! They've spared no expense to develop and produce the Ultimate 4-Stroke exhaust system, the all-new E-Series™ Elliptical-Disc Exhaust System. The E-Series™ features an elliptical body with tunable diffuser-disc end caps for the ultimate in power and control. The patent-pending White Brothers Elliptical Disc System is designed to create a vacuum within the exhaust body. Spent gases are literally sucked through the exhaust port and out the header pipe, making room for a healthier intake charge and a more potent explosion on each power stroke. The result — more power everywhere across the board. For control, the diffuser-disc tunable end cap allows you to adjust the powerband, sound levels and helps you compensate for altitude and jetting changes. The U.S. Forestry-Approved system features a slim design that enhances the look of any machine. And the new cartridge-style silencer packing combines space-age fibers with stainless-steel wool for superior performance and durability.



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SUZUKI RM250 ENDURO

Team Suzuki Replica race test at the Laughlin Hare Scrambles

By the staff of DIRT BIKE

It's tough being an orphan. Just look at the poor Suzuki RMX250. After winning five national enduro championships and umpteen gold medals, it's been demoted. For the past few years, Suzuki's off-road team has been riding RM250s converted for off-road use. Is it because the RMX is haplessly outdated? Not really. The RMX certainly is a little long in the tooth, but with a little work it can be made into a great bike for difficult enduros in tight woods. It's just that Suzuki's off-road team doesn't race in those conditions anymore. The current team roster consists of Rodney Smith, Paul Edmondson and Steve Hatch, with all three riders specializing in the GNCC series this year. Those races consist of higher speeds and wider, more used trails. Frankly, the RM works better than the RMX in those conditions.

We talked to Team Suzuki honcho Mike Webb about what it takes to transform an RM motocrosser into a hare-scrambles weapon. For every team member, it's different. "Steve wants his bike to go fast and hit hard," says Mike. "His bikes are gnarly. He just wants to have instant response so he can jump over things and hit berms. If the wheel breaks loose, he doesn't care. He's so strong that he can hang on no matter what. Edmondson and Smith are just the opposite. They want power, but they don't want to sacrifice a smooth power delivery."

So does a revamped RM250 motocross bike really make a good hare-

WHAT'S IT TAKE?

So does a revamped RM250 motocross bike really make a good hare-

◀ **Of the four conversions, the RM was the only one set up for western-style trail riding. Making it a full-on New England rock rider would have been a more involved project.**



Pete Murray loved the RM enduro. Of course, he used to love Maicos, too.

scrambles weapon? We wanted to know so we took our RM to the only West Coast hare-scrambles we could find this time of year: the Best in the Desert Laughlin (Nevada) Hare Scrambles. We asked Team Suzuki what the bike needed and they gave us the following shopping list:

- FMF fork revalve w/stock springs.
- FMF shock revalve w/stock spring (softer springs front and rear are used for eastern conditions).
- A Steahly eight-ounce flywheel weight.
- Acerbis handguards.
- FMF pipe.
- FMF spark arrester.
- 13/47 gearing.
- IMS three-gallon fuel tank.

No real engine mods? A little review is in order. The RM wasn't a huge hit for motocross guys this year for one reason only: it gives away almost four horsepower on top to the Honda and the Kawasaki 250s. That's a lot. However,

even the motocross crowd was pumped about the RM's bottom-end power, and how smooth it progressed to that admittedly wimpy top end. Evidently, Roger DeCoster and gang chose this particular porting configuration because it responds well to increased compression and porting. If we were ordered to make a better powerband for off-road use, though, frankly, we don't know what we would do. More top-end would be fun, but we wouldn't want to risk losing any of that thick, meaty torque down low. More compression might save the bottom-end, but it would change the bike into a race-gas-only engine—not good for an enduro bike. So we left the engine innards alone. Smith and Edmondson probably won't do that. Hatch certainly won't.

WHAT'S THE MISSION?

Laughlin is, by general agreement, the best desert race in the southwest. It isn't

RM250 ENDURO

a brainless fifth-gear dash across three-foot whoops (not that there's anything wrong with brainless races. The entire DB staff is highly qualified in those). It's almost all second and third gear, with big berms, short, steep hills and a zillion turns. If you looked at the course from space it would look like a diagram of your small intestine.

The race divides itself into three segments: the Superman phase, the Clark Kent phase and the Kryptonite phase. For the first 20 miles, you are Superman. The course is awesome with big berms ready to be destroyed. You hammer it hard, twist the throttle to the stop and make a lot of noise. Then, somewhere in the middle, your cape gets caught in the spokes. In order to survive, you have to give up being Superman. You move forward at a good clip, but you leave every other berm undamaged, and you start making less noise with the bike and more with your joints. During the last 20 miles, every rock is made of green Kryptonite. Your super powers are gone and all you want to do is keep rolling toward the general direction of the finish.

Superman loves the RM. The bike is sharp and responsive. The hills rarely require a downshift; you can usually just hit the clutch a time or two and let that awesome low-end pull you up the hill. Also, the bike carves turns like you wouldn't believe. The IMS tank is absolutely no problem—it's even skinnier than the stocker, so it's easy to climb forward in the turns, and when you start flailing around, there's no danger of hurting anything valuable. Do you miss the four horsepower on top? Not really. Occasionally in deep sand it would be nice to hold the bike on longer and save a gear shift, but for the most part, riding in rough sand works better at low rpm. When the engine spins fast, some kind of gyroscopic thing happens and you seem to hit the bumps that much harder. Even when you are fresh and strong, it's best to underrev the RM.

When you are not so fresh, the bike changes. It's not the most stable motorcycle on earth. If you enter a berm going half-fast and don't get on the gas soon enough, the front end can knife without much warning. It's a quick-handling bike and it works when you work. If you try to ride fast without being super aggressive, the magic handling goes away. The suspension is the saving grace. Even in stock form, the conventional twin chamber fork can hit scary stuff without transferring much impact to the rider. Once it's revalved for off-road work, the front end is spectacular. Whoops were



With the Steahly flywheel, the RM loses some of its abrupt power delivery. Even for motocross, this is a good idea.

never a problem, but now rocks and smaller impacts almost disappear. In stock form, the RM is a headshaker on any semi-fast motocross course. The suspension revalve went a long way toward fixing that. It can still break into a little jig, but nothing frightening. In the rear, the story is the same. Most of the rocks just aren't a factor. We can understand how softer springs would be a benefit in slower races, though. In the Clark Kent phase of the race, some of those rocks began reappearing.

In the final miles of the race, the RM has yet another personality. At really low rpm, when you are just too tired to hold on, it takes care of you. The bike seems gentle and easy to ride. The flywheel probably helps a lot, but most of the credit goes to the smooth low-end power. At this point in the Laughlin Hare-Scrambles, you understand, it is no longer a race. It's barely even a brisk trail ride. The RM works best at the two extremes. It's awesome when you have the strength to push hard, and it's forgiving when you are out of steam and just want to get to the finish. At the speeds in between, you have to watch out. A steering damper would probably help calm things down in the half-fast zone.

PASSING GRADE

Yes, the RM does make an exceptionally good off road bike. Aside from the performance, it has other benefits. For example, the water pump isn't exposed to harm. It's in the center cases rather than hanging off the side of the engine with hoses running everywhere (like virtually every other two-stroke). The bike is narrow, too. That's a big benefit in the footpeg area, where it's less likely to drag in ruts. Same goes for the fork;



FMF will be the official motor and suspension shop for Suzuki's off-road team. We elected to have only the suspension reworked—the stock motor might be weak for motocross, but it's awesome on trails.

the underhang below the front axle is minimal for a conventional design.

In a way, the RM's ability off-road kind of bums us out. It means there's that much less of a reason for the RMX to exist, which is still one of our all-time favorite bikes. Time rolls on, though. Today, the RMX still has a small niche, and that's probably enough to keep it around. It's just that the new RM has a big niche—and with a little work, it gets bigger.

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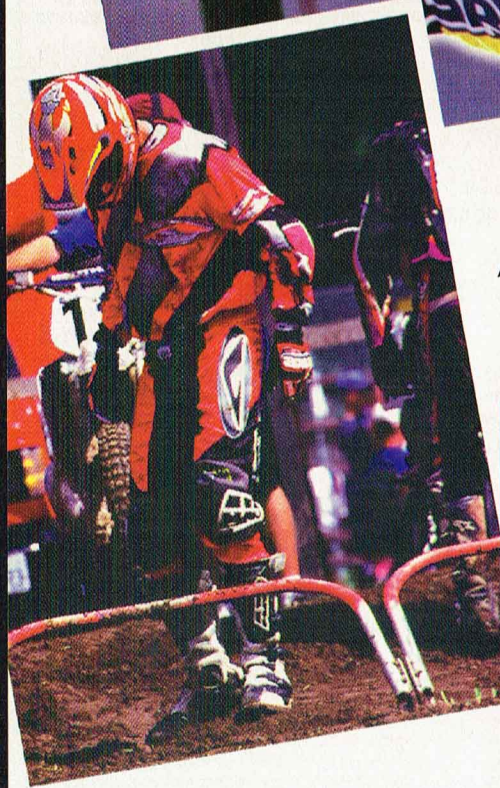
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 By Joe Kosch, with help from the "2 Old Crew"

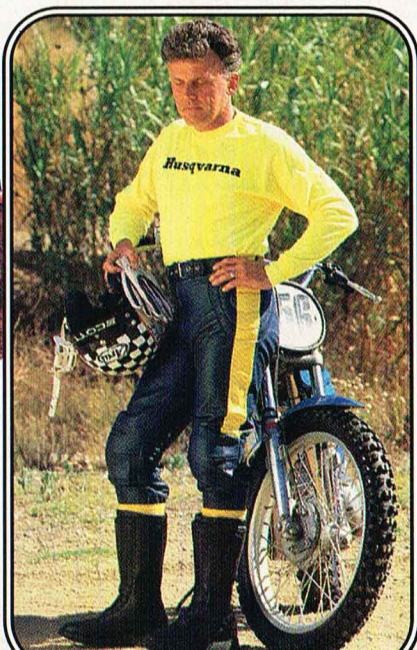
Every sport has gear of some kind, but riding dirt bikes is one of the few sports where you need the apparel for more than looks. The tennis player's outfit basically says, "Nice day for a walk!" Golfers' attire sends the message, "With any luck I won't perspire and dull these dandy pressed-in creases." The baseball player's pajama-like uniform tells the world, "It's bed time. Tell me a story!" A dirt biker's sturdy clothing shows the world that the wearer risks danger in the pursuit of fun.

The only drawback to a sport that requires something more than regular clothes is that its special clothing becomes more modern along with the sport, which makes older stuff look, well, old. You could wear the same white golf shirt from '65 in a golf game today and no one would notice. You would look up to date on the tennis court in the same shirt! Wear a pair of riding pants from '81 on a starting line today and you would have to take off in the wrong direction to look more out of place.

Like the '98 bikes, riding gear for '98 has features and styles that are more than a lap ahead of last year's equipment. Graphics are cleaner than ever to match the looks of the new machines. More manufacturers are offering black outfits in addition to the color-match choices for the various bike brands and there's a huge selection of baggy outfits. This is a year when the new gear really has new a look, so we got the latest stuff from the leading manufacturers and put it all together. Hopefully, you can make a choice before next year's new gear comes out!

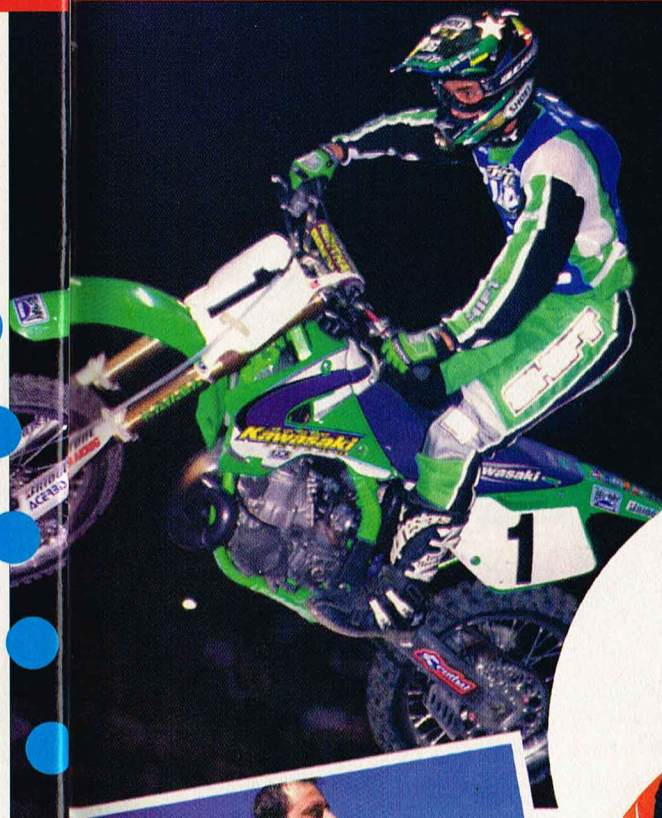


Vintage Iron Circa 70s jersey and GP pants. Jersey, \$24.95. Pants, \$369.95. From Vintage Iron, (209) 252-9053, or your dealer.



AXO Dyemax 8 jersey and 989 pants. Jersey, \$44.95. Pants, \$149. From AXO, (805) 257-0474, or your dealer.

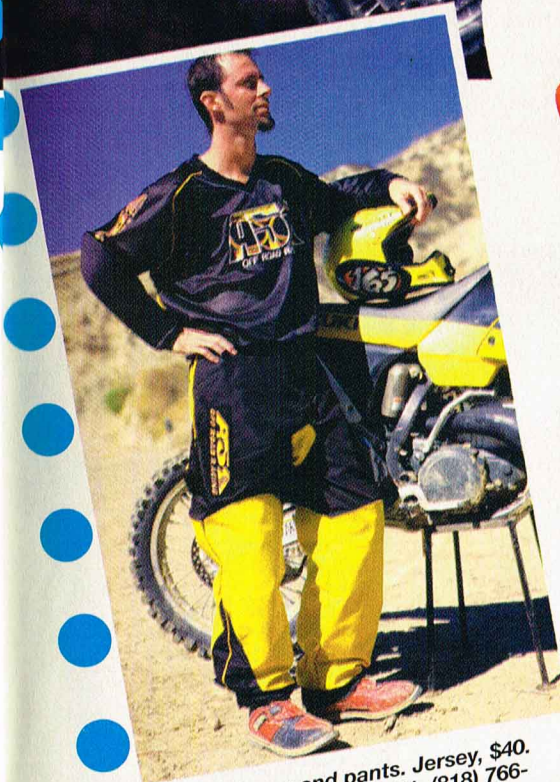
MSR System 6 jersey and pants. Jersey, \$47.95. Pants, \$139.95. From your dealer.



Shift Fastback jersey and Jet pants. Jersey, \$50. Pants, \$148. From Shift, (888) SHIFT-IT, or your dealer.

Acerbis ARS jersey and pants. Jersey, \$42. Pants, \$139. From Acerbis, (800) 659-1440, or your dealer

SO CAL baggy jersey and pants. Jersey, \$44.95. Pants, \$109. From SO CAL, (800) 843-8244, or your dealer.



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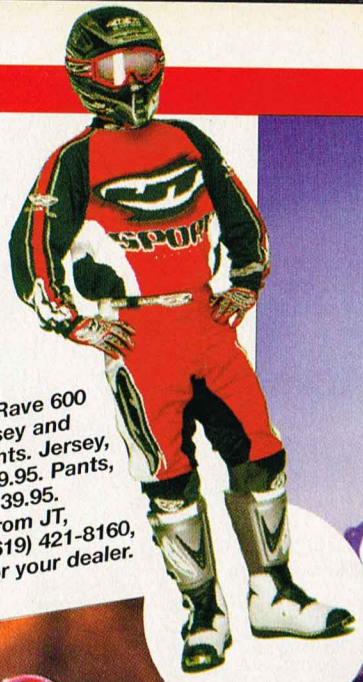
Metro Rocket jersey and Racing pants. Jersey, \$24. Pants, \$99. From Metro, (310) 521-9588, or your dealer.



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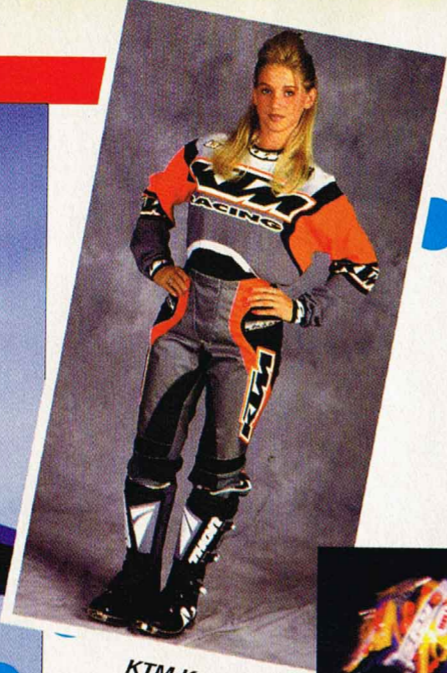
JT Rave 600 jersey and pants. Jersey, \$59.95. Pants, \$139.95. From JT, (619) 421-8160, or your dealer.



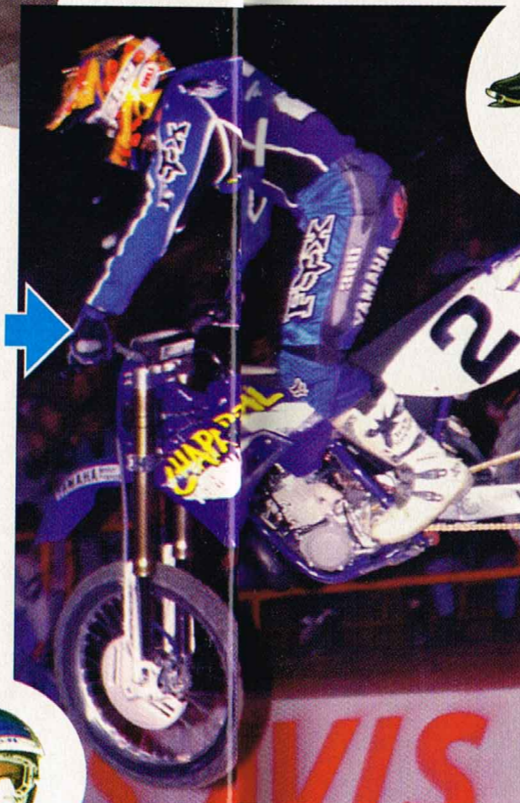
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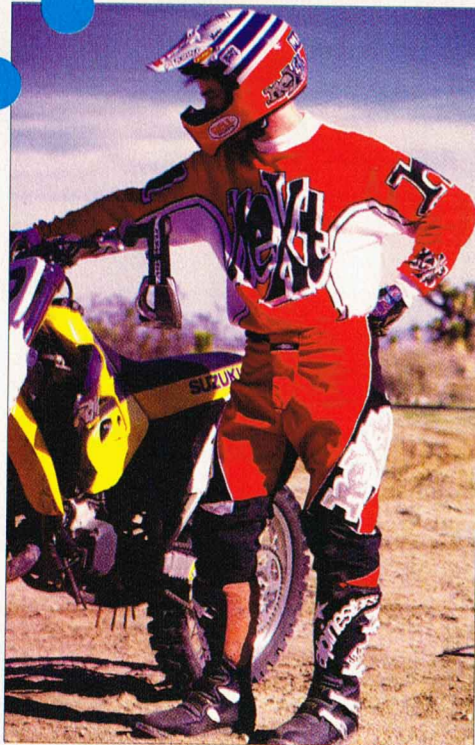
KTM K-Style jersey and pants. Jersey, \$49.95. Pants, \$149.20. From your KTM dealer.



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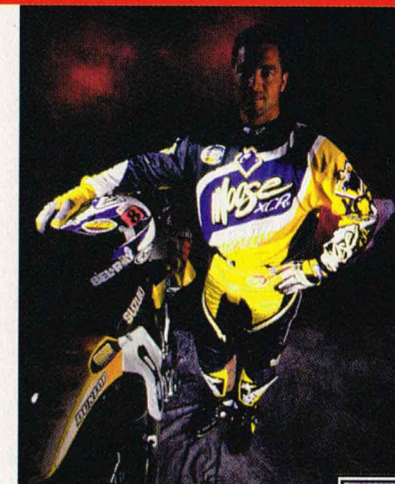


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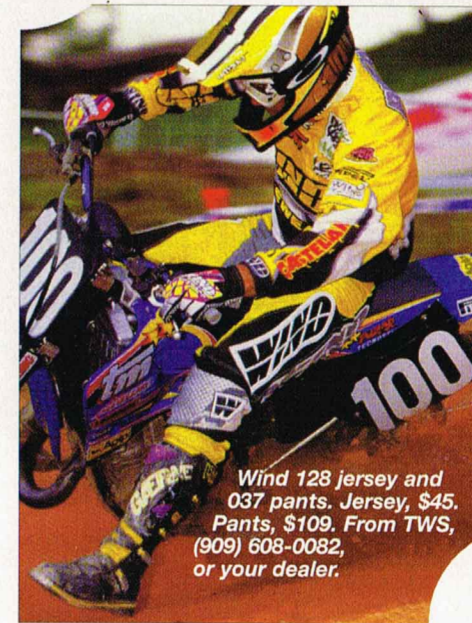
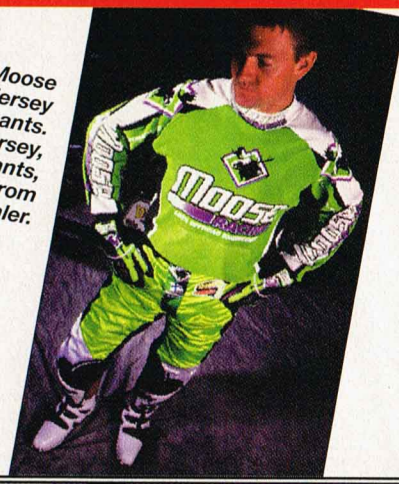
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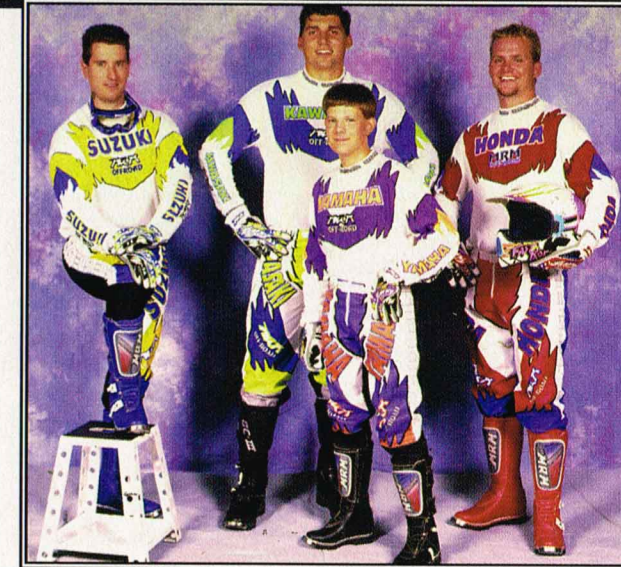
Moose XCR jersey and pants. Jersey, \$49.95. Pants, \$159.95. From your dealer.



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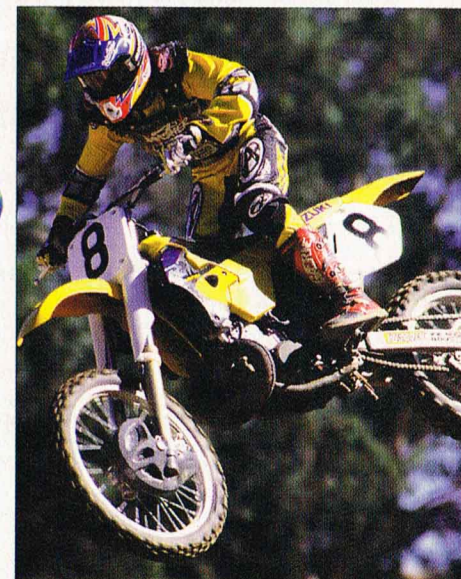


Wind 128 jersey and 037 pants. Jersey, \$45. Pants, \$109. From TWS, (909) 608-0082, or your dealer.



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Xtreme Worx jersey, X-Lite Jersey and Worx pants. Worx Jersey, \$48.95. X-Lite jersey, \$35.95. Pants, \$139.95. From Xtreme, (760) 630-6370, or your dealer.



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The '98 Gold Series Fatty Line Is Looking Very Impressive.

Then again, you may have already experienced a first hand look. Either way, the Gold Series Fatty line once again delivers impressive horsepower gains over stock.

From producing improved torque for more tractable and explosive mid-range to pulling harder well into the top end, the '98 line is sure to be an eye-opening experience.

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Yamaha, Suzuki or KTM, nothing gives you more of a competitive

edge than bolting on a Gold Series Fatty.

It shouldn't come as any surprise, from dyno room to race track testing nobody has been in the business of

building performance longer than FMF Racing.

Get your own look at the '98 line of Gold

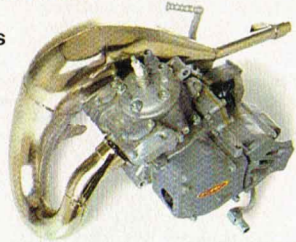
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otherwise the view

above is the only look

you'll be getting.



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LBZ Red Rider jersey and pants. Jersey, \$49.95. Pants, \$129.95. From LBZ, www.lbz.com, or your dealer.



Steve "Phat Boy" Falk was amazed that the pants have normal waist sizes so they don't fall down if you stand up, like the 50"-waist pants high school kids wear.



Baggy gear do's and don'ts. Do: Jersey untucked, pants over boots, aloof expression. Don't: Tuck jersey and boots in, smile too much, overaccessorize. NEVER tuck jersey into boots.

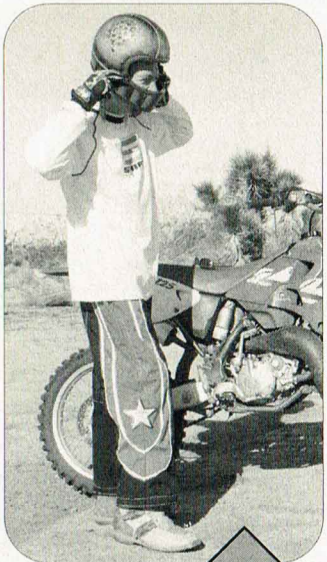
Some riders, like Angelo Engrande, were born to wear baggy gear. If you can do insane tricks over jumps that 90% of the riders in the world won't even try, you are probably wearing loose gear already, too. Shocking baggy reality: the loose fit makes it easier to do tricks, even if you consider swinging your leg over a parked bike without kicking the rear fender a trick.

REGULAR vs. BAGGY WHAT HAPPENS WHEN YOU GET LOOSE

Who would have thought a sport that sees itself as radical and free as dirt biking would be thrown over the bars by baggy gear? Nothing in the history of riding gear has divided the total population of riders so strongly. The strangest thing about the whole deal is, while staunch traditional gear wearers add items to their seemingly endless lists of reasons for hating loose-fitting gear, the stuff is selling so well that the number of companies offering it is growing daily.

We are not saying traditional riding gear is in any danger of disappearing; there's no chance of that. Just don't look for baggy gear to vanish like the fad so many thought it was.

Since you will be exposed to baggy gear whether you like it or not, we thought you might like to know what it's like to ride in it. To give skeptical traditional gear wearers opinions they would find credible, we gathered a panel of riders who had never put it on (and had no desire to, in some cases) and had them test it with the bikes and terrain they enjoy. Then, instead of having the test riders evaluate the gear in the traditional detailed, methodical, FBIesque *Dirt Bike* way, we recorded every comment they had about the gear just as they said it. Freedom. Hey, why not? Their words and the unedited order of their comments tell you what baggy gear is all about. Did our baggy-gear test team loosen up? Does what gear you are in make a difference?



("Stick") Shift pants. Conservative (for baggies) cut. Good-quality riding gear fabric. No pockets. Small change purse on inside of waistband. Overdone styling. Jersey: Jumbo cut, lightly oversized logo.



A dual-sport rider in baggy gear? Amazingly enough, the pants don't flap too much at speed and didn't burn on the XR650L's shielded pipe. Four-strokes with unshielded pipes could be a problem. Even the pants with the best pipe guard (SMP) only has heat-resistant material where a two-stroke motocross bike's pipe touches. An unshielded four-stroke pipe will melt the lower edge of the ankle on all the baggies.

CHEWING THE PHAT

Our panel of unlikely baggy-gear wearers consisted of: Craig Mason, age 26, estranged *Dirt Bike* test rider/pro motocrosser; Sean Stone, age 25, equestrian and part-time trail rider; Steve Falk, age 33, expert class desert racer and national-level ad salesman; "Stick," age 38, occasional motocross racer, trail rider and ATV magazine (*Dirt Wheels*) editor, who apparently thought an alias was necessary for wearing baggy gear (Stick claims to be the original "free rider" because he rides with everybody on borrowed bikes and hasn't even bought gas in the past three years); and "Junkman" (or "Jopapa") Joe Kosch, age 36, *Dirt Bike* associate editor and junk-bike aficionado. **Note:** the order of the panelists' comments was scrambled to limit embarrassment to the sources):

"I feel like a gangsta!" "What's up, Holmes?" "Are they supposed to be this big?" "I'm skipping sixth period!" "Craig, is she really your girlfriend?" "These things are going to get sucked into the chain" (it never happened with any of the pants, but Stick got his jersey stuck in the chain once). "This stuff looks a lot more normal at a ski area." "I'm going to be the first to go for the triple." "I don't look as out of shape as I am in this stuff." "Oh, \$%&#!, Craig just ate it going for the triple!" "Water can splash up from the bottom and get your leg wet." (never happened, but water splashed onto your leg doesn't run down into your boots like it does with regular gear.) "If you run over a beehive, bees might fly right up your pants" (possible, but unproven). "Hey, I thought my leg would hook on the kickstarter, but it never happened!" "The XR650L doesn't have a kickstarter, you goon! (it didn't happen on bikes with kickstarters, either)." How do these make my rear end look?" "Steve, I mean Stink, or, is it Stack? Oh, Stick—you don't have a rear end." ●



SMP pants (left). Extra gigantic cut. Top-quality riding gear fabric. Real zipper-equipped front pants pockets, real back pockets. Understated logo. Jersey: Jumbo cut, billboard size logo. Answer Bermbanger pants (right). Conservative (for baggies) cut. Soft cotton denim fabric. Real zippered front pockets, no back pockets. Overdone logo. Jersey: Jumbo cut, slightly oversized, overdone logo.



LBZ pants. Gigantic cut. Soft cotton denim or thin nylon fabric. Fake stitched-on pants pockets and one real zippered side pocket. Oversized logo.

Xtreme Slax pants. Gigantic cut. Good-quality riding gear fabric. Real front and rear pockets. Understated logo. Jersey: Jumbo cut, slightly oversized logo.

Extra room adds comfort, y'all, which doesn't hurt even if all you can do is a Backyard Bob body cross-up.

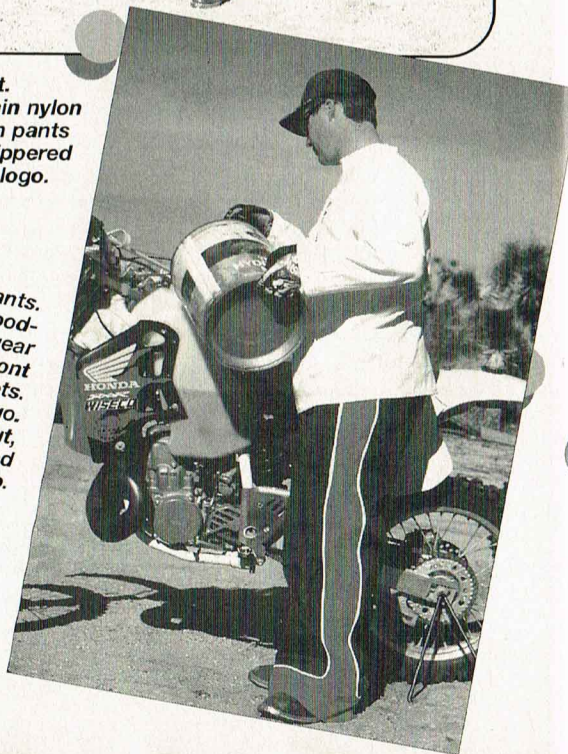
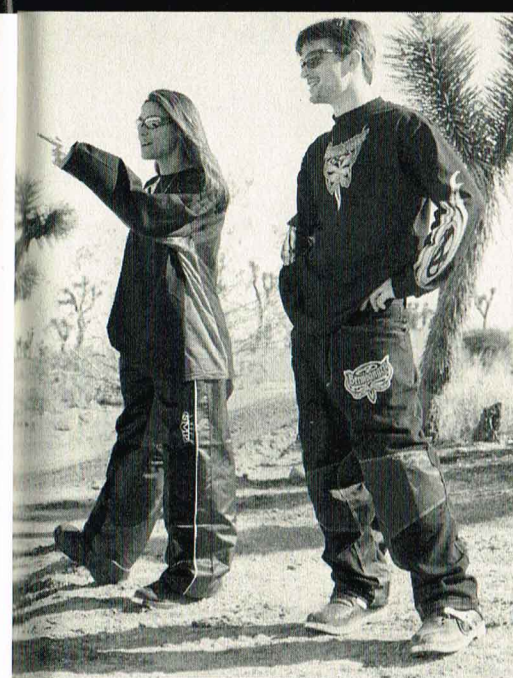


Photo by "Tsunami-Jon" Ker

Baggy background: Other sports have accepted baggy gear more easily than dirt biking. Surfers ditched cling-fit trunks about 500 years ago. □



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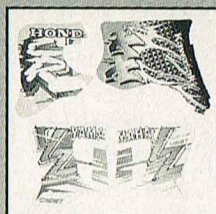
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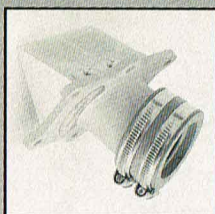
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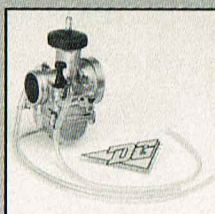
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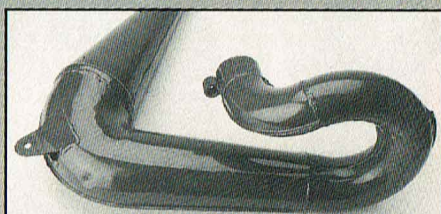
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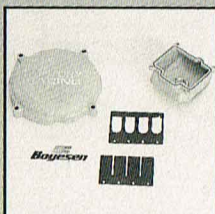
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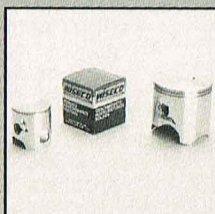
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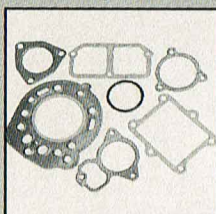
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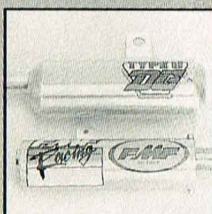
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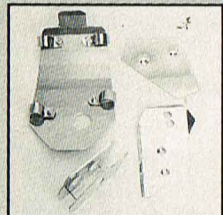
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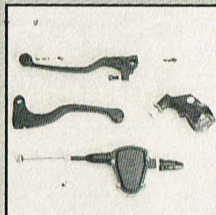
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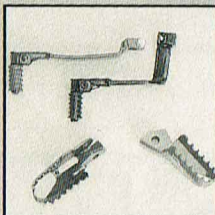
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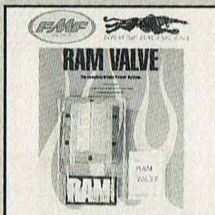
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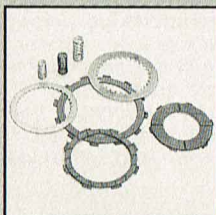
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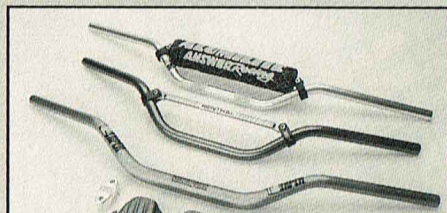
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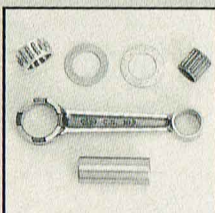
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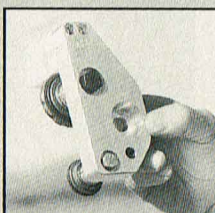
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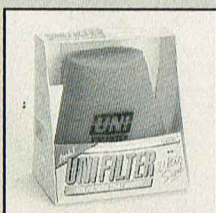
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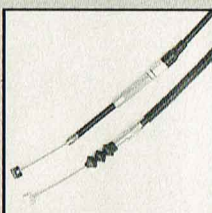
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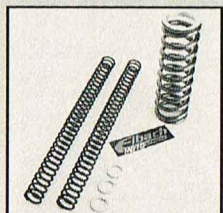
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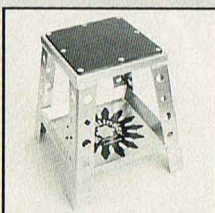
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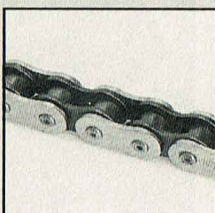
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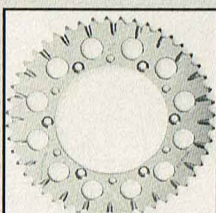
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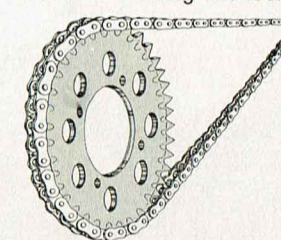
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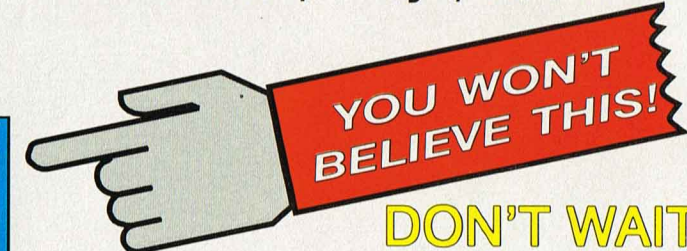
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HONDA XR250R

Where does it work, & where does it work you?

By the coast-to-coast staff of DIRT BIKE

When Honda unleashed the XR400R in the fall of '95, the XR250R got a major redesign to position it closer to the new 400. The '96 XR250R got a new dry-sump motor with an all-new top-end, more serious suspension and an all-new frame with quicker steering and a thinner layout. Almost everything changed along the way, except the engine's 73mm bore and 59.5mm stroke. Unfortunately, the 250's newfound seriousness was overshadowed by the instant popularity of the 400 and the racing successes of the XR600. The revamped XR250 continued to languish in relative obscurity—to most, it was still a wife's bike.

Then XR guru Scott Summers gave the 250 some credibility. He compared the 250 to the 400 and 600 in Eastern and Western conditions (*DB*, January '96), and the 250 wasn't far off of the mark. What it lost on the uphill and power-sapping situations, it gained back on downhills and slick sections. Summers started taking the 250 seriously. He found that the simple addition of a 2mm-larger piston (280cc) and a muffler brought the little XR to life. Scott compared the 280 to a '98 400 and 600 (*DB*, January '98) at the High Point GNCC National, and he was fastest on the 280!

Clearly, the XR250 deserved another look. So we lined up a '98 to test on the Fred Bramblett Invitational (FBI), a three-day trail ride across Kentucky. Then we preran the Baja 1000 on it and took it trailriding in the High Sierras of central California. We wanted to find out exactly what the '98 XR250R could and could not do, in stock, slightly modified and punched-out forms.

◀ We rode the XR250R across Kentucky on a tour of the Daniel Boone National Forest's Sheltolee Trace, which is Boone's old trading route. Indians called Boone "Sheltolee" (big turtle). A master of the casual pace, Boone would have liked the XR250R.

EASTERN EFFECTIVENESS

As you read this, buds will soon be sprouting in the deep woods, but let your mind wander back to fall. The leaves had changed their color, then fallen to the forest floor, then it rained. Imagine trying to pick your way across moss-covered limestone boulders with wet leaves pasted to them. Imagine taking all day to do 60 miles. That's southern Kentucky in the fall, when the FBI is held. The rocks couldn't be slicker if you sprayed them with Teflon. The ultimate mount would be a trials bike with a large gas tank and an XR600-class seat. Such a beast does not exist, but the stock XR250R came close.

Bigger bikes were dropping like bombs over Baghdad, as rear wheels spun wildly with way too much horsepower and riders quickly tired of wrestling their mounts. The diminutive 250 picked and clawed its way over the slick monoliths with the sure-footedness of a mountain goat. Low-end torque was ample enough to loft the front wheel over obstacles, but not so much to spin the rear wheel. The fork's reduced underhang let the 250 clear nasties that snagged 600s, and the suspension soaked up every kind of hit you can imagine—and it was if the leaves were coated with glue, not rain water.

Steep uphill gave the 250 fits, but at least it was easy to leap off and push when momentum was lost. As the FBI ride wound its way north, the terrain opened up some, and there were less rock faces to scale. Horsepower became more important, so the XR became more of a handful. The stock 250 peaks at about 22.5 hp, but there is a big flat spot in the midrange where it's only producing about 12 ponies. It flat out does not want to pull uphill, much less upshifts, in the dead zone. We soon learned to keep the XR singing and to fan the clutch anytime it even hinted at bogging. Luckily, Honda's engineers designed a good, sturdy clutch for the XR250.



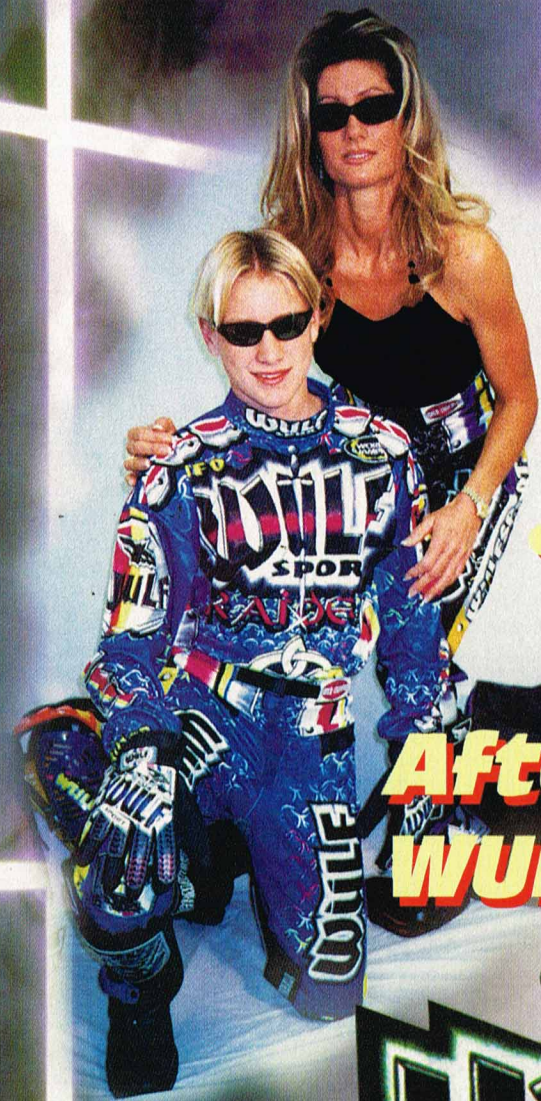
The tighter, gnarlier and wetter the trail, the better you will like the Honda XR250R. It's like a trials bike with a seat you can actually use.

By day three, the limestone formations had given way to the rolling hills and bluegrass of Kentucky's horse country. Singletrack gave way to quad trails, jeep roads and pavement connectors, and XR250 pilots had to ride the wheels off of the thing to stay up with 280s, 400s, 600s and two-strokes. The throttle would be pinned for miles at a time. It was here that we found that the 250 isn't all that fond of rock gardens, especially loose rock gardens. The suspension would unload and, if the rocks moved at all, the 250 would start a goat dance. If you didn't strangle it with your knees, it would start hopping side to side then spit you off of the trail. Lumpster center-punched a tree in this fashion. It was not a pretty sight. The XR250 lacks the forward thrust to get itself out of trouble, so try not to get into it.

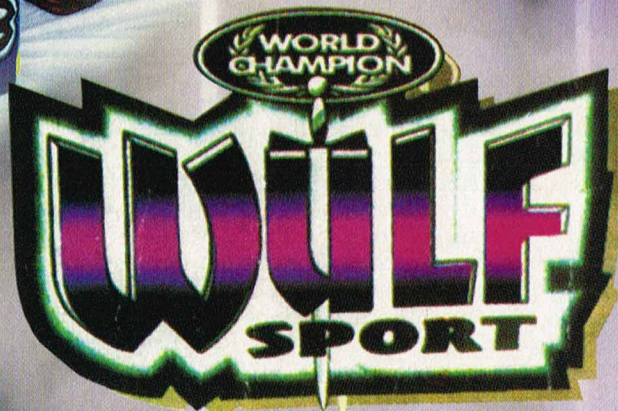
WESTERN WALLOP

As soon as the XR returned from the east, it was drafted for a Baja prerun. For three days, Ron Lawson followed Paul Krause on the '97 Baja 1000 course. It wasn't ideal 250cc four-stroke terrain. Three shortcomings became immediately apparent: low-end power, midrange power and top-end power. The problem in Mexico is that the terrain is either deep sand or high-speed dirt roads. On the roads, the 250 could be screamed and actually do a surprising

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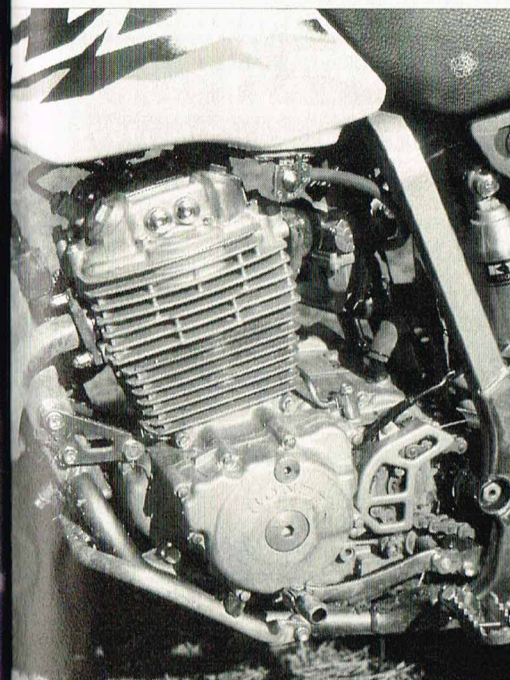
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HONDA XR250R



As long as you use decent oil and an air filter, this engine will last forever. The bike wants to be ridden like a 125—pin it (to overcome the flat spot) and stir the gearbox.

job of keeping up with the flying Krause. In sand, though, things got ugly. The lull in the powerband fell in exactly the wrong place. The bike would be screaming its lungs out in third gear, but there would be no way it could pull the shift to fourth.

It wasn't all pain and suffering, however. Over a rocky, second-gear summit, the 250 was in its element. It was like a little slice of Kentucky (well, a dusty, dried-out slice). The XR's soft suspension sucked up the rocks and the smooth power delivery kept it going straight. It's just that sections like that are few and far between in Baja. Even the 250's gas mileage wasn't that impressive. It was wide-open for so much of the time, it had a hard time squeaking out two-stroke distances on a tank of gas. In the course of the 1000-mile trail ride, though, not one item needed attention. Not one bolt came loose and not one thing needed adjusting. Even the tire looked fresh afterward. Basically, it doesn't make enough power to hurt itself. Our advice: if you have a schedule to keep, leave the Baja pre-running duties to the acknowledged king, the XR600R. If you have a lot of time and no place to be, the 250 is a sure way to make certain you will get to your destination.

SETUPS, BITS & PIECES

- The Kayaba fork has cast axle bosses and thin extruded tubes epoxied together. The 41mm cartridge fork has a 0.38-kg/mm spring and 82mm oil level. The clickers are set at six out (compression/only). Closing off the compression to fight bottoming only makes the fork harsh on small stuff, and it still bottoms. Go up on the oil level and/or to stiffer springs to end bottoming.

- The KYB piggyback shock has a 10.6-kg/mm spring and stock settings of 11/7. Honda recommends spring preload of 181.5mm, but Summers likes 85mm of rider sag for sharper turning and added bottoming resistance.

- The fork wants to follow every rut on the trail, due to flex. An SRC fork brace eliminates the wandering and improves overall handling considerably.

- Cut down the stock bars to 29–30 inches and bolt on Barkbusters for tight woods work. On the FBI, the only modification done was to switch to Answer ProTaper bars and the SRC Triple-clamp-mounted handguards.

- Air filter access, as always, is com-

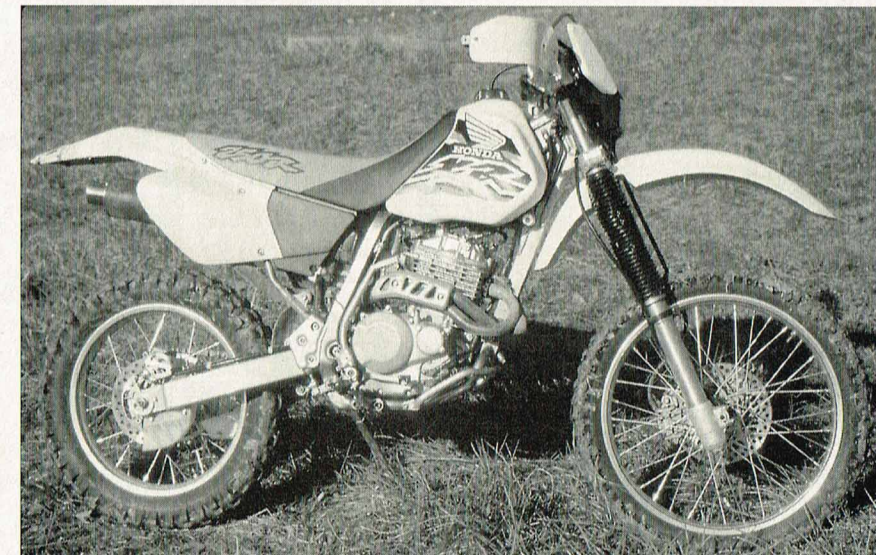


This is the most important handling modification you can make to any XR. The Summers Racing Components fork brace reduces fork twist (especially in ruts). Instead of a steering damper, it is a steering enhancer.

pletely toolless on the XR250R. The air-box door has been redesigned to eliminate the possibility of the filter coming loose.

- The thin layout is a welcome change from the '85-'95 XR250R, and the thin seat is surprisingly comfortable. Lump spent three straight days in the saddle with no ill effects. The tank stickers shredded quickly, though.

- Brakes are awesome, which is good, because there is very little compression



1998 HONDA XR250R

| | |
|-------------------------------|------------------------------------|
| Engine type..... | Air-cooled, 4-valve, SOHC 4-stroke |
| Displacement..... | 249cc |
| Bore and stroke..... | 73.0mm x 59.5mm |
| Carburetion..... | 30mm Keihin |
| Fuel tank capacity..... | 2.4 gal. (9.3L) |
| Gearing..... | 13/48 |
| Lighting coil..... | Yes |
| Spark arrester..... | Yes |
| EPA-legal..... | Yes |
| Running weight w/no fuel..... | 243 lb. |
| Wheelbase..... | 55.1" (1399mm) |
| Rake/trail..... | 24.7°/3.9° |
| Ground clearance..... | 12.4" (315mm) |
| Seat height..... | 36.0" (914mm) |
| Tire size and type: | |
| Front..... | 80/100-21 Dunlop K490 |
| Rear..... | 100/100-18 Dunlop K695 |
| Suspension: | |
| Front..... | KYB 41mm cartridge fork, adj. |

| | |
|-----------------------------|-------------------------------------------------------------------------------------|
| comp., 10.6" (269mm) travel | |
| Rear..... | Pro-Link, KYB aluminum piggyback shock, adj. comp./reb./prel., 10.6" (269mm) travel |
| Country of origin..... | Japan |
| Suggested retail price..... | \$4649 |
| Distributor/manufacturer: | |
| American Honda Motor Corp. | |
| 1919 Torrance Blvd. | |
| Torrance, CA 90501-2746 | |
| (310) 783-2000 | |

REPLACEMENT PARTS COST

| | |
|----------------------------|---------|
| Piston..... | \$76.53 |
| Ring(s)..... | 37.94 |
| Air filter..... | 22.95 |
| Clutch plate (drive)..... | 8.61(6) |
| Clutch plate (driven)..... | 8.40(5) |
| Front sprocket..... | 25.58 |
| Rear sprocket..... | 73.88 |
| Front brake pads..... | 34.61 |
| Rear brake pads..... | 30.00 |

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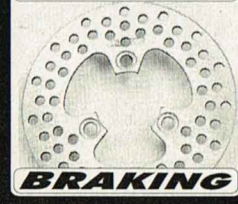
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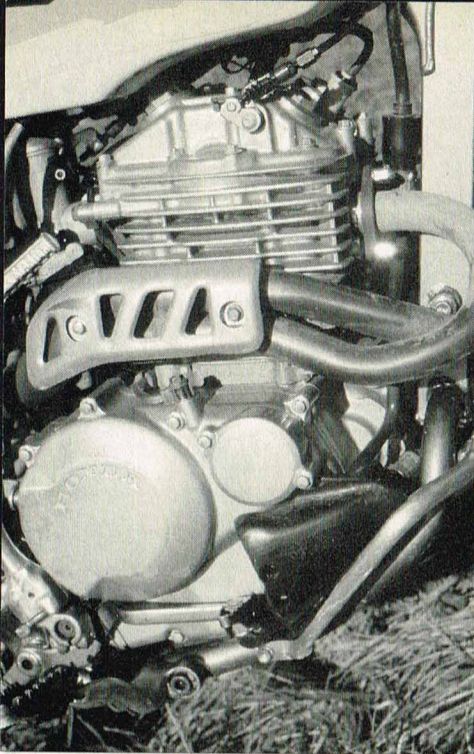
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SRC is developing case/control savers for all XRs and the new YZ400F. Bolted to the engine, the plastic case guards offer more protection than Brake Snakes.

braking on the 250. Clutch and throttle pull are light; the grips are excellent.

- The headlight is more for being seen than seeing trail at night. Baja Designs has a halogen bulb that slips right in the stock headlight shell. For \$32.39, you can go from 35 watts of power to 55 or 100. Call (619)792-0213.

- Speaking of the headlight shell, we like the two-piece unit's looks, but it can come apart on the trail. We zip-tied the pieces together.

- The stock O-ring chain lasts a million times longer than a CR chain, but the chain guide is sort of wimpy. Summers replaces it with a CR unit, which requires welding.

EAST, WEST & IN BETWEEN

When Tim and Ron met in the office after their respective XR250R experiences, they each thought the other was nuts. How could one bike seem so completely different, depending on which side of the Mississippi you are on? It all comes down to speed. The XR250 is an awesome bike if the trail and the terrain keeps you below, say, 20 mph. If the trail opens up, then you hit the bike's limitations hard. Luckily, the XR has more hop-up potential than just about any bike in the world. How much potential does it have? Read on . . .

Far right: White Bros. modified our XR250R with a high-compression piston, hotter cam and a new E-Series Pro-Meg pipe (see dyno chart). These mods eliminate the flat spot and give it enough top-end to pull fifth in sand.

XR250R HOP-UPS 3-STAGE BOOSTER ROCKETS!

• It's no secret that the '98 XR250R is hurting for power, especially if you have a California-only model. The cool part is that it doesn't take that much work to morph it from pooch to predator. In fact, you can do it in stages, if you are new to the sport and would like to ration the power to match your improving riding skills.

STAGE ONE—UNCORK IT

Uncorking the stock power is the first order of business. The California-only model has a welded-in diffuser, a riveted-in airbox snorkle and leaner jetting. Grind the welds and rivets to remove the chokers, then go to a 132 main, J9KC needle (middle clip), 45 slow jet and 1-3/4 out on the pilot screw (122, A24B, 58, and 1-3/8 are stock CA-model settings). You will get more performance on either model by going to a 138 main and a 48 slow jet. You might also want to lower gearing to help the 250 climb over what remains of the midrange flat spot.

STAGE TWO—POWER MODS

Higher compression and pushing more air/fuel mixture are cheap ways to improve performance considerably. We went to White Bros. for a hotter cam (WB #1496, \$152), a Wiseco 10.5:1 piston (\$107.67) and a WB E-series (elliptical) muffler (\$249.95). With these mods we went to a 138 main and thrashed the bike in central California's Sierra Madre mountains.

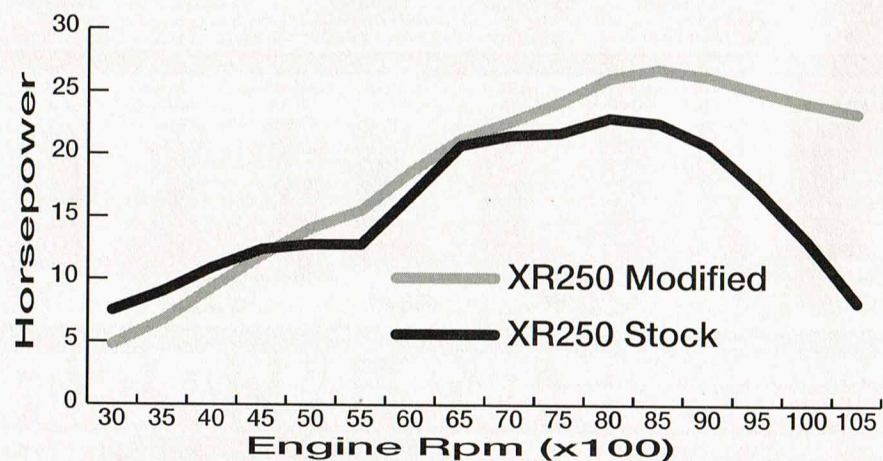
The improvement in power was impressive. The bike overcame its flat spot and became much more willing to pull the next gear, even on uphill. There weren't any hills that the 250 couldn't climb, as traction was perfect. The best

part of the Stage Two mod is that the XR doesn't fall on its face once it reaches peak power (see dyno chart), so you can scream it on more open parts of the trail and save yourself a shift or two. The worst part is that the automatic decompression system had to be disconnected with the hotter cam. The bike usually starts on the first kick, so we didn't miss it.

STAGE THREE—BORE IT!

Scott Summers had an XR280R on the FBI to compare with the stock 250, but there was no comparison, really. The only motor mods were the Wiseco 10.5:1 75mm piston (\$108.19 plus labor), which bumps displacement to 280cc, and a Yoshimura muffler (\$349.95). With those mods, the jetting should be 145 main, one clip richer on the needle and a 48 pilot with the airbox baffle removed.

It doesn't seem possible, but the 2mm-larger piston turns the XR into the ultimate trail bike. The extra torque produced by the additional compression and displacement gives the XR a bona fide race face. It leaps out of turns like a tiny 600 and wheelies over obstacles like a light 400. The 280 has no flat spots, but it makes gnarly hills seem that way. The extra low-end even allows you to ride a gear high on the really technical sections, and a fan of the clutch puts you into the meat of the power instantly. You could go further with a cam and headwork, but we were happy with just the larger piston and pipe. In fact, after GNCC promoter Dave Coombs' rode Scott's 280, he bought one for himself, and he already had an XR400R! □



TRAILS TO TROPHIES

Spring, & roost, is in the air

By the bark-bashing, root-rubbing staff of DIRT BIKE



◀ *In an effort to fuel interest in both the National Enduros and ISDE Qualifier series, big changes have been made for '98, including two rounds counting for both series. Will computers soon be a thing of the past?*

Far from the metal-halide lights of supercross stadiums and the backward-falling starting gates of the Motocross Nationals, dirt bike enthusiasts dust off the hardware every spring in anticipation of the off-road racing season. They prep their machines knowing they won't be doing any nac-nacs on ESPN2, interviews with Jerry Bernardo and Jenny McCarthy or the macarena with Leanne Tweeden. They race, not for factory rides, lucrative clothing contracts or adulation by thousands of fans, but for the love of the sport. They race to be in the woods or desert, not in magazines. They race enduros, cross-country, hare scrambles, hare and hounds, or to try to qualify for the International Six Days Enduro, the olympics of motorcycling.

People go off-road racing to get away from it all, even the crowded, hurry-up-and-wait world of motocross. Instead of ten minutes of practice and 20 minutes of racing, off-roaders stay in the saddle for hours, all day, even. They also get to ride on terrain that otherwise may not be open to them, because the land may only be used by special permit, which the off-road racing organizers have the connections to obtain. No matter how you slice it, off-road racing provides more bang for your buck, so it's one of motorcycling's best-kept secrets.

It's rapidly gaining exposure, though, so the factories are getting more involved, and more sponsorship money is flowing in every day. More off-road heroes are making a living by racing now, but you don't have to worry about your favorite form of racing going Hollywood. Luckily, a GNCC course won't fit in a stadium. No way, no how. Off-road racing will forever remain off-road, and we like that just fine.

Kawasaki's stranglehold on the National Hare & Hound championship may evaporate, as Ty Davis, the defending champ, won't be with Team Green this season. Now is your chance! ▶





Here are the ways to have fun in the woods and where that fun will be had in '98.

GRAND NATIONAL CROSS-COUNTRY

GNCC is the premiere off-road race series in America, and it attracts world champs from as far away as England and Australia to our shores, but there are classes for everyone from youths on minis to super-seniors. The series has become so popular that each round has become a two-day event. Youth and women's classes now run Saturday after the Quad National, and seniors and C-classes (novice) run Sunday morning before the Bs, As and AAs (pros). Dave Coombs and the Racer Productions clan promote each stop on the 13-round circuit, and nine of the 13 rounds count toward a National Championship. The entire series is held east of the Mississippi River, and there's a new round this year in New Jersey. Also, the opening round, which has long been held in Ocala, Florida, will be at Okeechobee this season.

GNCCs typically involve an eight- to 12-mile loop of natural-terrain two-track and singletrack trail with a motocross-style spectator section. The AA National lasts three to 3-1/2 hours, with the C and youth classes racing for around two hours. Racers are waved off from a dead-engine start by class, and each lap has four checkpoints to penalize course-cutting. Start times are corrected so that the overall winner could conceivably come from any class.

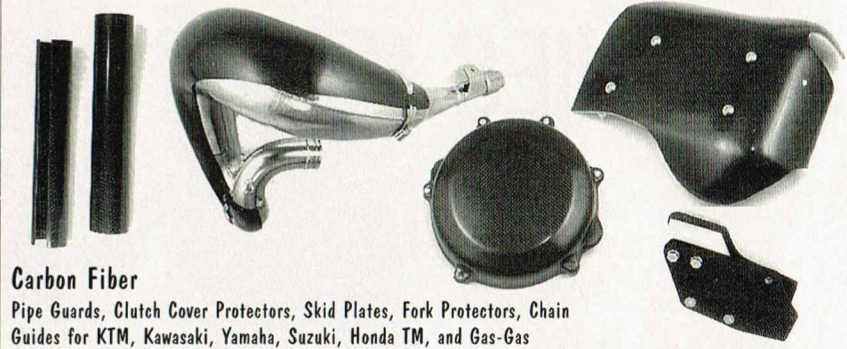
Equipment rules are minimal. The bike has to meet a 101-dB sound test, and you must run gasoline. You also must take your helmet through tech inspection. GNCCs use computer scoring, and your number/bar code is placed on the helmet for easy scanning. Narrow handlebars (29-30 inches), handguards, body and bike armor (disc guards, skid-plates, brake snakes, etc.) are a good idea. Since there are gas stops, a quick-fill system is a good idea. With no rest stops like enduros, GNCCs require a steady pace for most of the race, then pull out the stops on the last lap or two.

TENTATIVE GNCC SCHEDULE*

| Date | Location |
|---------|---------------------|
| 3/2-3 | Okeechobee, FL |
| 3/7-8 | Macon, GA |
| 3/21-22 | Cross Keys, SC |
| 4/4-5 | Hurricane Mills, TN |
| 4/25-26 | Clarksburg, WV |
| 5/9-10 | Elizabeth, WV |
| 5/16-17 | Brownsville, PA |

◀ **Team Suzuki is unchanged for '98. Rodney Smith is again the National Hare Scrambles champ, but the team's main goal is the GNCC title. Rodman will have to defend his title in his spare time.**

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 *Dates and sites may change, so call (304) 284-0084 to confirm.

NATIONAL HARE SCRAMBLES

Hare Scramble Nationals are just like GNCCs in race length, terrain, starts, equipment and strategies. The only difference is that hare scrambles venture west, and each round is promoted by a different club. It's no real coincidence that the two series are so much alike—they were both started by Dave and Rita Coombs. The first Hare Scrambles National champ (Ed Lojak) was crowned in '82, and the AMA wrestled the series away from the Coombs in the early '90s, so the GNCC series was born.

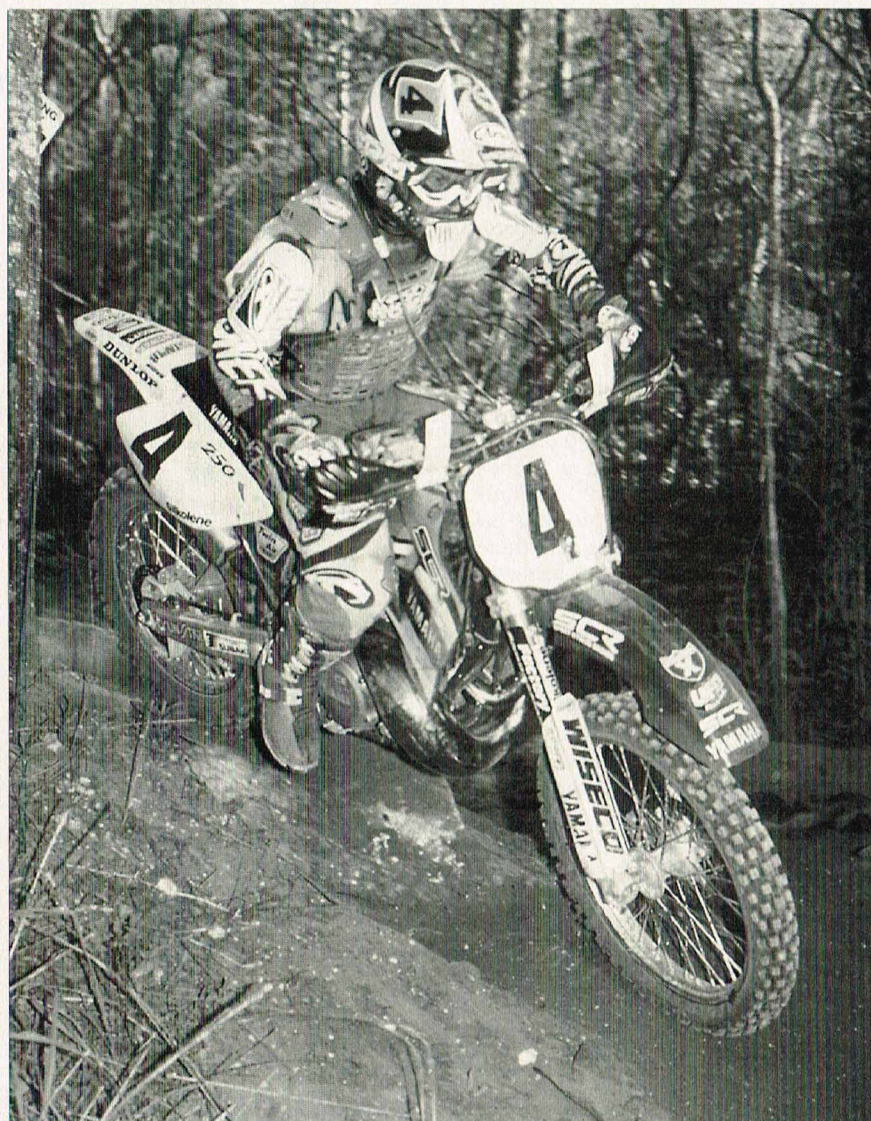
Currently, the best seven of nine rounds count for the National Championship. There are two rounds that contribute points toward both the Hare Scrambles and GNCC titles—Hurricane Mills (Tennessee) and Millfield (Ohio). Because of the more varied locations of the series and the different interpretations of the rules by various clubs, the Hare Scrambles series requires a bit more adaptation than the GNCCs. Like GNCCs, though, there is a class for everyone, no matter what you ride or how old or skillful you may be.

NAT'L HARE SCRAMBLES SCHEDULE

| Date, Location | Contact |
|--------------------------|----------------|
| 2/1, Hollister, CA | (408) 249-4336 |
| 2/8, Wilseyville, CA | (510) 455-9353 |
| 4/5, Hurricane Mills, TN | (304) 284-0084 |
| 4/19, Good Springs, PA | (610) 921-3592 |
| 7/19, Tillamook, OR | (503) 297-4042 |
| 9/13, Millfield, OH | (614) 797-2413 |
| 9/20, Park Mills, MO | (314) 984-9431 |
| 10/4, Lynnville, IN | (812) 897-6814 |
| 10/18, Tulsa, OK | (918) 252-5817 |

NATIONAL ENDUROS

Unlike GNCC or Hare Scrambles, where you pace yourself most of the race and sprint to the finish, National Enduros follow a rigid time schedule. Enduros are the oldest form of off-road racing in America, and they typically use longer loops than GNCC/HS. A typical enduro has two or three loops of 30-40 miles, and the terrain is typically tighter and tougher than GNCC/HS. Racers must maintain a set speed over the entire course, and clubs throw in speed changes and gnarly special tests to challenge the competitors' riding and time-keeping skills.



Grand National Cross-Country rounds will have four checkpoints along the eight- to 12-mile courses, along with computer scoring and mobile course marshals to keep short-coursing to a minimum. Racer Productions replaced Ocala as the series opener, too.

Instead of a race to the finish, enduros are scored as you race the clock on each section of trail. Checkpoints must fall where even minutes land on even tenths of a mile, and you accumulate points for arriving late or early at checkpoints. Low score at the end of the day wins, and that day might mean six to nine hours in the saddle. There are resets and gas stops built into the schedule to provide rest and opportunity to work on your bike.

Equipment setup is much like GNCC/HS, except that you need some sort of time-keeping hardware. Roll-charts (available from the promoting

club) and watches will get you going, but more advanced classes require computers connected to electronic odometer drives. Top-level enduro riders use two or even three computers (main, back-up, failsafe), so it can get expensive. Also, sound levels are more stringent (94 dB) and lighting is required. Many events are held on public land, so you need to be street-legal and have the appropriate tags.

Like GNCC/Hare Scrambles, racers competing in the whole series can throw away their worst scores. In National Enduro, the best eight of 11 scores count toward class and National Championships. Because the loops are longer, you won't see the same trail twice, so it pays to be able to go fast over totally unfamiliar terrain, and to know when to go fast. It's a mental game as much as physical, like chess with lots of marching and swordfighting.

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| 90/100-14 | \$38.20 | 110/90-19 | \$49.95 |
| 100/100-18 | \$44.00 | 120/90-19 | \$52.00 |

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|--------|---------|--------|---------|
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| 300-16 | \$30.50 | 530-18 | \$49.20 |
| 460-17 | \$37.60 | 300-21 | \$34.20 |
| 530-17 | \$49.20 | 325-21 | \$36.60 |
| 350-18 | \$36.60 | | |

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TROPHIES

This year the AMA is trying something new. Two of the National Enduro rounds are actually part of the Reliability Enduro series and will expose our riders to European enduro rules.

NATIONAL ENDURO SCHEDULE

| Date, Location | Contact |
|---------------------------|----------------|
| 2/15, Coalinga, CA | (408) 449-1041 |
| 3/15, Phoenix, AZ | (602) 996-3801 |
| 3/29, Belleplaine, NJ | (609) 785-2754 |
| 5/3, Wellston, OH | (614) 384-6379 |
| 5/17, New Waverly, TX | (281) 444-1542 |
| 5/24, McArthur, OR | (937) 256-8365 |
| 6/7, Tillamook, OR | (503) 693-7417 |
| 6/28, Akeley, MN | (612) 689-2760 |
| 7/12, W. Greenwich, RI | (401) 397-3076 |
| 8/9, Divide, CO | (719) 495-0009 |
| 8/23, Drummond Island, MI | (517) 393-6477 |

ISDE QUALIFIER SERIES

Unlike National Enduros, Reliability Enduros use a format more like the International Six Days. There aren't any speed changes along the route, so a computer isn't mandatory. Typically, the trail speed is designed to match the terrain, and scores come mostly from spe-

cial terrain, grasstrack and motocross tests. Your score comes from your total times in the special tests, plus any trail points you accumulate from being late on the trail (like, if you get a flat).

Reliability enduros put more emphasis on preserving the equipment on the trail and going blazingly fast in the special tests. You can arrive early at a check and work on your bike if need be, or you can cruise, but you have to be mentally ready to attack the two terrain and two grasstrack tests each day, and you have to face your class competitors in a final moto the last day of each event. It may be the only time you'll actually see your competition. All of the times from each test become your overall score, and low score wins.

These events are designed to simulate the ISDE, and in a typical year you used to have to get six good days of riding in to be one of the 35 Americans in the ISDE. Because their game is so much

Nevada's Best of the Desert series is considered by many to be just that, — the best desert-racing series on the planet. Team Green rider Paul Krause will split his time between Casey Folkes' series and National Hare & Hounds. ▶



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OFF-ROAD RACE GUIDE

different than ours, the Reliability Enduro series has suffered lately, and big changes have been made in the whole program. Our ISDE trophy team is no longer picked from results of the Qualifier series. It is picked before the series even starts. Restructuring of the ISDE classes has left only four—heavyweight four-stroke (above 400cc), lightweight four-stroke (an oxymoron), 175cc two-stroke (who makes a 175?) and under-125cc two-stroke.

Now, the Qualifiers are broken into regions, and you only ride four days to qualify for the ISDE. The final round at Hurricane Mills (Loretta Lynn's) crowns the class and National Champions. No doubt they will be the ones who can ride the rollercoaster best. To do well, you have to be able to relax and conserve, then get jacked up and let it all hang out before relaxing again. It's kind of like motocross, only you ride around in the woods between motos instead of sitting in the pits.

NAT'L RELIABILITY ENDURO

| Date, Location | Contact |
|------------------------------------|----------------|
| WESTERN REGION | |
| 5/30-31, Idaho City, ID | (208) 384-5141 |
| 6/6-7, Tillamook, OR | (503) 693-7417 |
| CENTRAL REGION | |
| 5/16-17, New Waverly, TX ... | (281) 444-1542 |
| 6/20-21, Hurricane Mills, TN | (304) 284-0084 |
| EASTERN REGION | |
| 5/23-24, McArthur, OH | (937) 256-8365 |
| 6/20-21, Hurricane Mills, TN | (304) 284-0084 |
| CHAMPIONSHIP FINAL | |
| 6/20-21, Hurricane Mills, TN | (304) 284-0084 |

NATIONAL HARE & HOUNDS

If the GNCCs are more of an East Coast thing, then National Hare & Hounds are the exact opposite. Hare & Hounds are held solely in the West, so speeds and setups are completely different. Instead of setting up suspension to soak up roots at 20 mph, you valve for hitting three-foot sand whoops at 60 mph. Think of Hare & Hounds as Baja with skinnier dirt roads (and the signs are in English). Gear to the moon and get a steering damper and an Exxon-Valdez gastank. Mount knobbies that won't puke their knobs at 80 mph. High speeds mean lots of vibration, so LocTite and careful engine setup are keys to success.

Hare & Hounds are like the GNCCs in that they involve racing everyone around an extended loop and getting to the checkers first. Checkpoints along the way discourage cheaters, and pit strategies are very important. So is the ability to do a one-kick, in-gear start. Reading terrain is monumental, only you are reading it at a high rate of speed. Vegetation may be less dense than in GNCC and Enduros, but it's meaner.

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| 400 - \$25.95 | 300 - \$28.95 |
| 800 - \$42.95 | 600 - \$49.95 |

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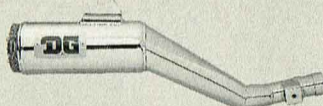
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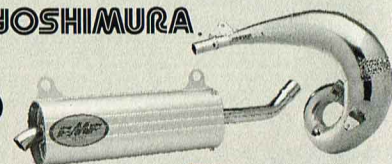
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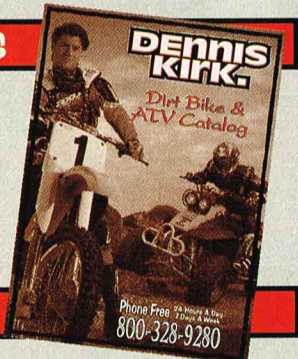
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DIRT BIKE 1998 OFF-ROAD RACE GUIDE



The ISDE Qualifier series (a.k.a. Reliability Enduro) have been split into three regions so that more people can participate. Who wouldn't like to ride the Australian ISDE this November? It will be summer there!

TROPHIES

Brushguards replace barkbusters, and saavy desert racers carry a "cake-rake" to dislodge those pesky hitchhiking cacti.

NATIONAL HARE & HOUND SCHEDULE

| Date, Location | Contact |
|-----------------------|----------------|
| 1/25, Lucerne, CA | (909) 865-3935 |
| 3/22, Murphy, ID | (208) 459-0910 |
| 4/4, Jericho, UT | (801) 756-0814 |
| 4/26, Lucerne, CA | (562) 420-2812 |
| 9/12, Wells, NV | (208) 342-3910 |
| 9/27, High Sierra, CA | (916) 582-8081 |
| 10/25, Lucerne, CA | (714) 778-3674 |

BEST OF THE DESERT SERIES

Nevada has long been a hotbed for desert racing, but the classics like the Mint 400 and Bartsow-to-Vegas have long since fallen by the wayside. Casey Folks started the Best of the Desert Series some 12 years ago, and his series is now the only racing game left in the Silver State. Folks returned point-to-point races to the USA, and Team Kawasaki quit racing the SCORE Baja races to attend the Best of the Dez series. Honda and KTM/Husaberg also support the series.

Bike setup and race strategies are much like National Hare & Hounds for the loop

races, but the point-to-point Vegas-to-Reno round requires a lot of pit support. If you don't ride a Kawasaki or Honda, you will have to hook up with a pit service or make your own arrangements. Call Folkes for more information.

BEST OF THE

DESERT SCHEDULE

| | |
|-----------------------------|----------------|
| 2/17-19, Laughlin H.S. | (702) 457-5775 |
| 6/26-28, Tonapah 300 | (702) 457-5775 |
| 10/1-4, Vegas to Reno | (702) 457-5775 |
| 12/4-6, Terrible's Town 250 | (702) 457-5775 |

NATIONAL HILLCLIMB

This summer, New Hampshire hosts the Youth/Amateur Hillclimb National Championships. Minis and Harleys alike will have a class to compete in, and the idea is to beat everyone to the top of the hill. Sounds easy enough, eh? Horsepower, gnarly knobs and extending your wheelbase as much as possible are the keys to success. The only equipment requirement is a tether kill switch like speedway and quad racers use. If you come off the bike, the tether cuts the ignition. Winning means you went farthest up the face or you topped the hill in the least time.

YOUTH/AMATEUR NATIONAL HILLCLIMB

| Date, Location | Contact |
|-------------------------|---------------|
| July 25/26, Enfield, NH | (603)632-4110 |

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| 350 - 500cc | \$ 129.95 |

| KAW/SUZ/YAM | Price |
|-------------|-----------|
| 60 - 100cc | \$ 69.95 |
| 125 - 200cc | \$ 79.95 |
| 250 - 300cc | \$ 99.95 |
| 350 - 500cc | \$ 109.95 |

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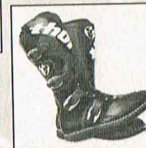


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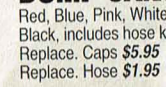
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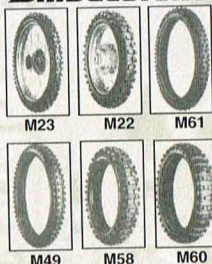


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THE FACTORY TEAMS WHO'S WHO OF THE OFF-ROAD WORLD

Yamaha's intro of the WR400F is good news for Barry Hawk, as he will move up to the AAs in the GNCCs and join Randy Hawkins on the factory Yamaha team. Hawkins will contest the National Enduro series and select GNCCs and Hare Scrambles. Yamaha's efforts have prompted Husaberg to step up to the plate, with Jason Dahners contesting the GNCCs and Hare Scrambles. Gas Gas is also fielding a large team in National Enduros and sponsoring Greg Zitterkopf in Hare & Hound Nationals. Gas Gas is also developing a four-stroke 400 engine that will slip right into a two-stroke frame, so there will be plenty of high-performance thumpers echoing through the woods and dez this season.

Other notable changes include Fred Andrews going to Kawasaki and Donnie Book and Ty Davis going to Montclair (CA) Yamaha. Ty will race a YZ400F in Hare & Hounds and Best of the Dez rounds and a YZ250 at select races. Book will book on YZ250s in the desert. Teams Suzuki and Honda are unchanged.

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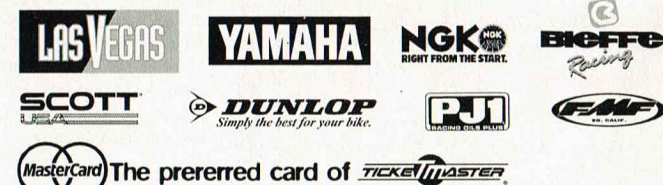
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| 01.17.98 Houston Astrodome | 02.28.98 Tampa Houlihan's Stadium | 04.04.98 Pontiac Silverdome |
| 01.24.98 Phoenix Sun Devil Stadium | 03.07.98 Daytona Daytona Int'l Speedway | 04.18.98 Charlotte Charlotte Motor Speedway |
| 01.31.98 Seattle Kingdome | 03.14.98 New Orleans Louisiana Superdome | 04.25.98 Dallas Texas Stadium |
| 02.07.98 San Diego Qualcomm Stadium | 03.21.98 Minneapolis Metrodome | 05.02.98 Las Vegas Sam Boyd Stadium |

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OFF-ROAD RACE GUIDE

GRAND NATIONAL CROSS COUNTRY
Name, number Bike/Team
Scott Summers, 1XR600R/Honda
Steve Hatch, 2RM250/Suzuki
Fred Andrews, 3KX250/Kawasaki
Rodney Smith, 4RM250/Suzuki
Scott Plessinger, 5200&250MXC/KTM
Doug Blackwell, 6YZ250/SCR
Jason Dahners, 7400-501/Husaberg
Randy Hawkins, 8WR400F/Yamaha
Brian Keegan, 9KX250/Kawasaki
Paul Edmondson, 10RM250/Suzuki
Duane Conner, 11250/Gas Gas
Barry Hawk, 12WR400F/Yamaha
Tim Shephard, 13YZ250/SCR

NATIONAL ENDURO*
Mike Lafferty, 1250EXC KTM
Matt Stavish, 2250EXC KTM
Ty Davis, 3YZ250/Montclair Yamaha
Randy Hawkins, 4WR400F/Yamaha
Mike Monroe, 5250 Gas Gas

NATIONAL HARE & HOUND
Ty Davis, 1YZ400F/Montclair Yamaha
Donnie Book, 2YZ250/Montclair Yamaha
Nick Pearson, 3380MXC/KTM
Dave Hamel, 4KX500/Team Green
Russell Pearson, 5250MXC/KTM
Destry Abbott, 6KX500/Team Green
Paul Krause, 8KX500/Team Green
Jeff Capt, 9XR600R/Honda
Greg Zitterkopf, N/A250/Gas Gas

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Steve Hatch, 2RM250/Suzuki
Jason Dahners, 3400-501/Husaberg
Paul Edmondson, 4RM250/Suzuki
Brian Garrahan, 5250MXC/KTM
Pat Garrahan, 6250MXC/KTM
Scott Plessinger, 7200/250MXC/KTM
Randy Hawkins, 10WR400F/Yamaha



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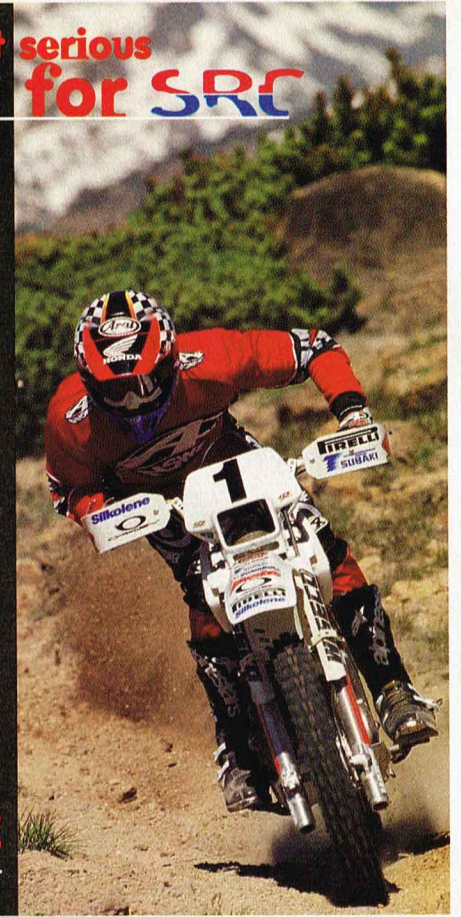
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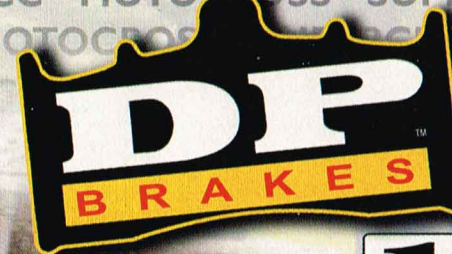
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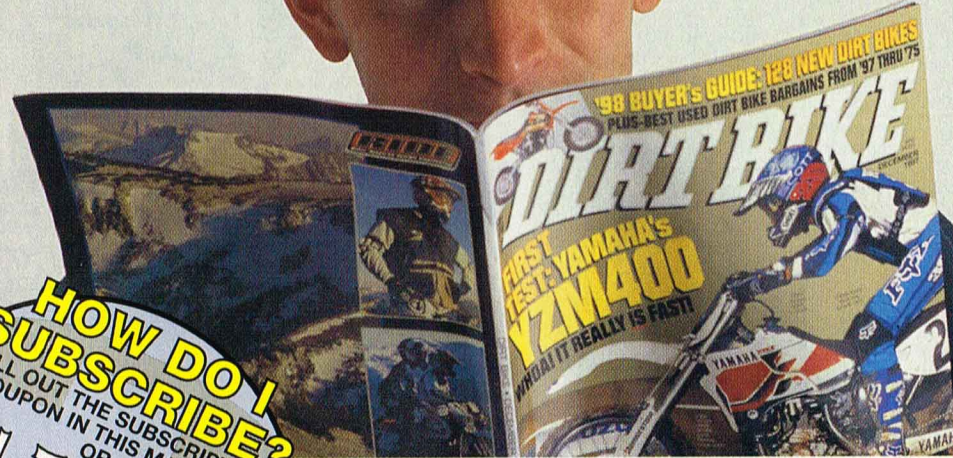


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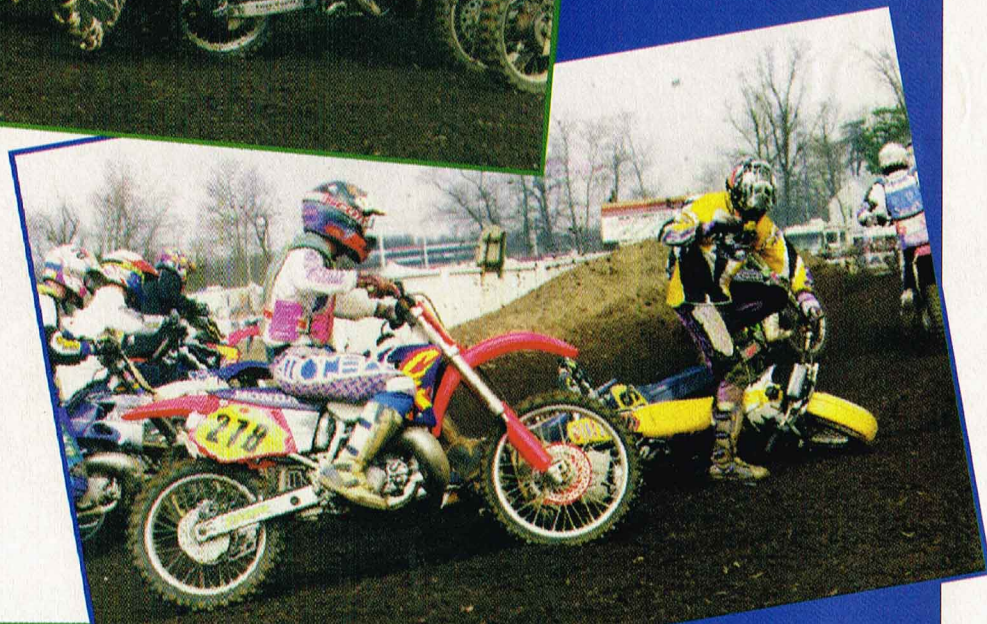
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|-----------------------|------------------------------|------------------------------|---------------------------|----------------------|-------------------------|-------------------------|-------------------------|
| FRONT PRICE | FRONT PRICE | SIZE PRICE | SIZE PRICE | FRONT PRICE | SIZE PRICE | FRONT PRICE | FRONT PRICE |
| 2.75-21 ED01 34.97 | 80/100-21 M25 45.97 | 110/80X14 4PR 23.99 | 3.85X14 4PR 26.97 | 3.00 X 21 49.97 | 80/100 X 12 21.97 | 90/90 X 21 64.97 | 80/100-21 64.97 |
| 3.00-21 ED01 44.97 | 130/80X17 6PR 36.99 | 130/80X18 6PR 36.99 | 4.10X18 6PR 35.97 | REAR PRICE | 90/100 X 14 28.97 | 120/80 X 18 53.97 | REAR PRICE |
| 2.75-21 ED03 37.99 | 2.50X10 M25 23.97 | 120/80X18 6PR 32.99 | 3.00X21 4PR 26.97 | 4.60 X 17 59.97 | 100/100 X 18 49.97 | 140/80 X 18 62.97 | 100/100-18 69.97 |
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| REAR PRICE | 110/90-19 M26 59.97 | 140/80X18 6PR 40.99 | Maxxis C-6001 | 120/80 X 17 51.97 | 100/90 X 19 53.97 | 120/80 X 19 75.97 | 100/90-19 75.97 |
| 4.60-17 ED02 45.97 | REAR PRICE | Intermediate-to-Soft Terrain | 4.10 X 14 4PR 29.97 | 120/80 X 18 51.97 | 120/80-19 57.97 | 130/80 X 19 64.97 | 110/90-19 80.97 |
| 4.10-18 ED02 47.97 | 80/100-21 M57 45.97 | FRONT PRICE | 5.30X18 8 PDL 45.99 | Enduro 905 | Trailmax Dual Sport | MSR Lite-Ning Pak | MSR Enduro Tool Pak |
| 4.60-18 ED02 51.97 | 100/90-19 M58 56.97 | FRONT PRICE | 5.60X18 10 PDL 52.99 | FRONT PRICE | FRONT PRICE | MSR Enduro Pak | Ocelot Toolpacks |
| 4.10-18 ED04 48.97 | 110/90-19 M58 64.97 | REAR PRICE | 110/90-19 8 PDL 49.99 | 80/100 X 21 49.97 | 90/90 X 21 64.97 | MSR Dual Sport Pak | OR1000 Enduro \$29.99 |
| 4.60-18 ED04 51.97 | 100/100-14 M58 27.97 | REAR PRICE | C703 | 120/90 X 18 78.97 | 110/100 X 18 54.97 | O'Neal Baja Tool Pak | Enduro \$24.99 |
| 120/90-18 ED04 51.97 | 90/100-17 M58 26.97 | FRONT PRICE | 5.00X17 6PR 41.99 | 140/80 X 17 78.97 | 110/100 X 18 54.97 | O'Neal KS1000 Beltbag | O'Neal Hydration System |
| Soft Terrain | 70/100-17 M39 28.97 | REAR PRICE | 5.00X18 6PR 42.99 | 120/90 X 18 78.97 | 120/100 X 18 58.97 | O'Neal Leather Beltbag | MSR Colorado Attak Pak |
| FRONT PRICE | 80/100-21 M39 46.97 | FRONT PRICE | 5.30X18 6PR 47.99 | 120/90 X 19 53.97 | MSR Dual Sport Pak | O'Neal Baja Tool Pak | MSR Colorado Paks |
| 70/100-17 M39 28.97 | 100/100-18 M58 50.97 | REAR PRICE | Maxxis C-6006 | 120/90 X 19 57.97 | MSR Enduro Tool Pak | O'Neal Leather Beltbag | Single Trak 500 \$80.99 |
| 80/100-21 M39 46.97 | 110/100-18 M58 53.97 | FRONT PRICE | SIZE PRICE | 120/90 X 19 57.97 | O'Neal Baja Tool Pak | O'Neal Hydration System | MSR Bak Pak |
| 100/100-18 M60 51.97 | 110/90-19 M58 63.97 | REAR PRICE | 130/80 X 17 51.99 | 120/90 X 19 61.97 | O'Neal KS1000 Beltbag | MSR Colorado Attak Pak | MSR Colorado Paks |
| 110/100-18 M60 54.97 | 120/90-19 M58 64.97 | FRONT PRICE | 120/80 X 18 44.99 | Intermediate Terrain | O'Neal Leather Beltbag | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 100/90-19 M60 57.97 | Hard-to-Intermediate Terrain | REAR PRICE | 130/80 X 18 54.99 | FRONT PRICE | O'Neal Baja Tool Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 120/90-19 M60 66.97 | FRONT PRICE | FRONT PRICE | 90/90 X 21 41.99 | 80/100-21 49.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 90/100-14 M40 30.97 | FRONT PRICE | REAR PRICE | 2.75 X 21 31.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 90/100-16 M40 26.97 | FRONT PRICE | FRONT PRICE | 2.75 X 21 31.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 100/100-18 M40 48.97 | FRONT PRICE | REAR PRICE | Michelin M12 Intermediate | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 110/100-18 M40 51.97 | FRONT PRICE | FRONT PRICE | SIZE PRICE | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 100/90-19 M40 54.97 | FRONT PRICE | REAR PRICE | 90/90-21 56.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 110/90-19 M40 62.97 | FRONT PRICE | FRONT PRICE | 120/90-18 56.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| Hard Terrain | FRONT PRICE | REAR PRICE | 130/80-18 65.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT M23 PRICE | FRONT PRICE | FRONT PRICE | 110/100-18 M78 53.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 70/100-17 26.97 | FRONT PRICE | FRONT PRICE | 100/90-19 M78 56.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 250-19 26.97 | FRONT PRICE | REAR PRICE | 110/90-19 M78 62.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 80/100-21 45.97 | FRONT PRICE | FRONT PRICE | C762 Berm Master | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| REAR M22 | FRONT PRICE | FRONT PRICE | SIZE PRICE | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 90/100-14 27.97 | FRONT PRICE | REAR PRICE | 80/80X17 4PR 15.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 300-16 27.97 | FRONT PRICE | FRONT PRICE | 100/80X21 6PR 25.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 350-17 36.97 | FRONT PRICE | FRONT PRICE | C183A | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 510-17 48.97 | FRONT PRICE | FRONT PRICE | SIZE PRICE | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 410-18 47.97 | FRONT PRICE | FRONT PRICE | 2.50X10 4PR 8.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 400-18 48.97 | FRONT PRICE | FRONT PRICE | 2.75X14 4PR 14.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 510-18 54.97 | FRONT PRICE | FRONT PRICE | 3.00X14 4PR 17.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 100/100-18 49.97 | FRONT PRICE | FRONT PRICE | 3.50X14 4PR 22.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 110/100-18 53.97 | FRONT PRICE | FRONT PRICE | 3.00X16 4PR 20.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 100/90-19 56.97 | FRONT PRICE | FRONT PRICE | 2.75X17 4PR 16.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 110/90-19 62.97 | FRONT PRICE | FRONT PRICE | 3.00X17 4PR 23.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| Enduro Series | FRONT PRICE | FRONT PRICE | 2.75X18 4PR 19.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 3.50X18 4PR 29.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 80/100-21 ED11 46.97 | FRONT PRICE | FRONT PRICE | 4.00X18 4PR 35.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| REAR | FRONT PRICE | FRONT PRICE | 2.75X19 4PR 19.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 100/100-17 ED8 52.97 | FRONT PRICE | FRONT PRICE | 3.00X21 4PR 26.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| 110/100-18 ED12 58.97 | FRONT PRICE | FRONT PRICE | MS12 Sand and Mud | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| 110/100-18 ED12A61.97 | FRONT PRICE | FRONT PRICE | SIZE PRICE | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
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| FRONT PRICE | FRONT PRICE | FRONT PRICE | 130/80-18 65.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 140/80-18 70.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/80-19 65.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 130/70-19 66.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | D737 IT | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 70/100 X 17 23.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 70/100 X 19 24.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 90/100 X 14 27.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 90/100 X 16 28.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 100/100 X 18 52.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 110/100 X 18 56.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 100/90 X 19 57.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/80-19 65.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/90 X 19 61.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | K490 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 3.00 X 12 21.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 2.50 X 14 18.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 70/100 X 17 24.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 90/100 X 16 28.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 100/100 X 18 52.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 110/100 X 18 56.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 100/90 X 19 57.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/80-19 65.97 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/90 X 19 61.97 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | K139 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 110/80 X 14 43.99 | 120/90 X 18 74.97 | MSR Colorado Attak Pak | MSR Colorado Attak Pak | MSR Colorado Paks |
| FRONT PRICE | FRONT PRICE | FRONT PRICE | 120/80 X 18 56.99 | 120/90 X 18 74.97 | O'Neal Hydration System | MSR Colorado Attak Pak | Single Trak 500 \$80.99 |
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