

DYNAMITE RM370 TEST/RM250 UPDATE

# DIRT BIKE

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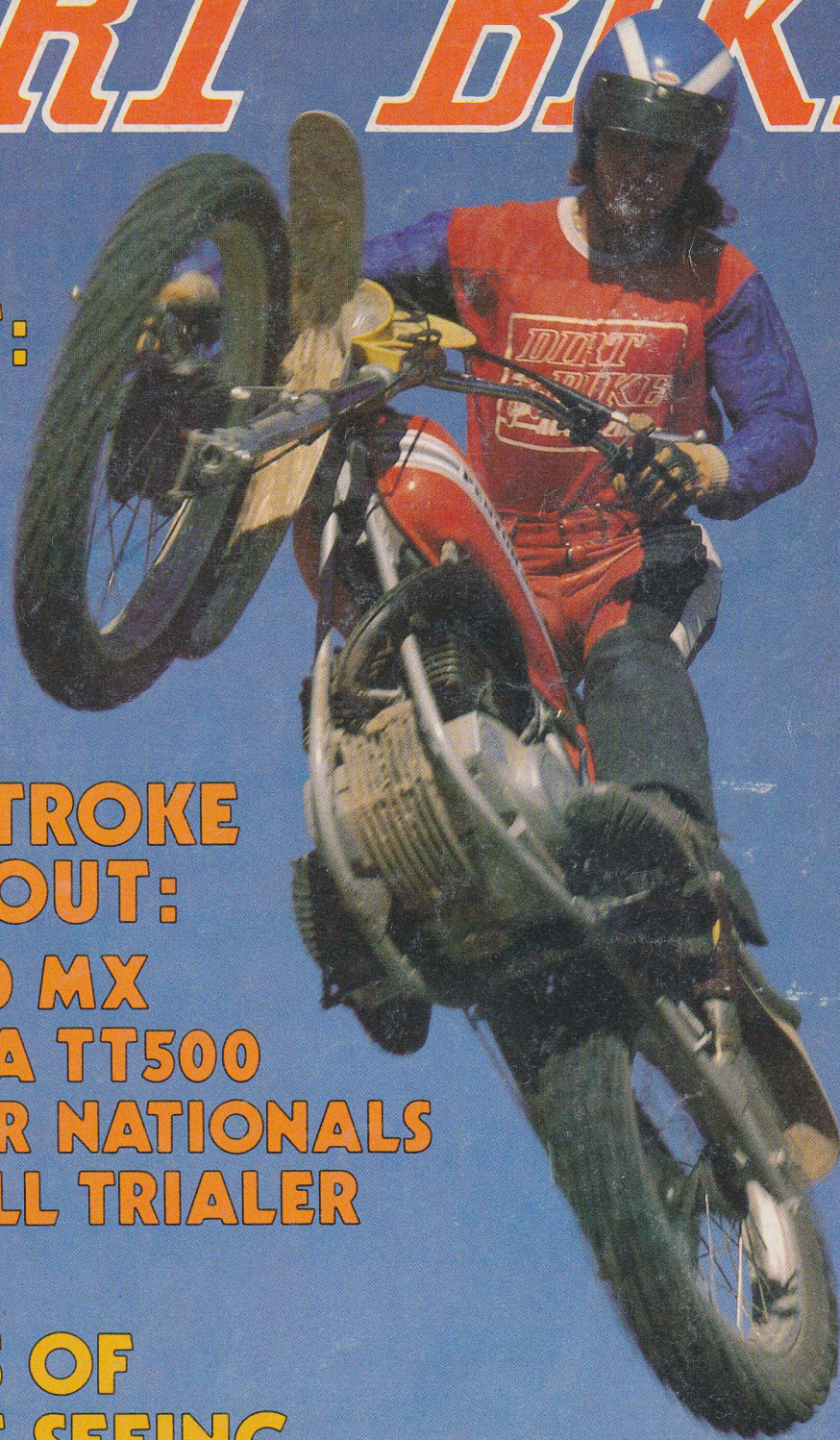
MARCH 1976

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\$1.00

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**350  
SHERPA T:  
CHAMP  
AGAIN!**



**FOUR-STROKE  
FREAK-OUT:**

- CCM 600 MX
- YAMAHA TT500
- THUMPER NATIONALS
- POWROLL TRIALER

**SIX DAYS OF  
ALMOST SEEING  
THE QUEEN**

**BAJA 1000 - KEEP YOUR CR IN ITS FRAME**

# DIRT BIKE

MARCH 1976 • VOLUME SIX • NUMBER THREE

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Exorcism beneath the border



English Enguinity

**ON THE COVER:** Get out your January issue. Look at the RM370. That's in this issue. Don't look at this month's cover of Carl Cranke on the 125 Penton until after you read the Baja story.

**NEXT ISSUE ON SALE MARCH 9**

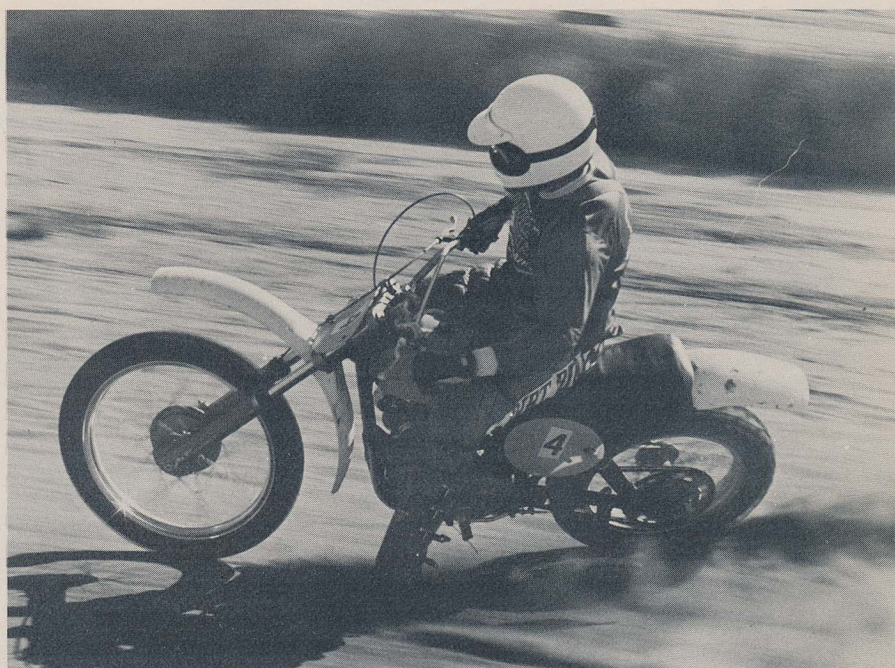


## Starring White Thunder (Yamaha TT500C) and the Brighton Thumper (CCM 600GP)

What follows is not a shootout, or even a thumpout. Just a get-together of some big four-strokes for the quadraphiles.

The CCM 600GP is a limited production world competition race bike. John Banks and Vic Eastwood ride the 500 CCM. The new Yamaha TT500C is not, according to its manufacturer, designed as a motocrosser. It is a big-bore play racer, a them good ol' guys rooster-shooter cowtrailer. And you never turn down a chance to go riding on a Baja 1000 winner, do you? Hence the guest appearance by the XL410 Long Beach Honda.

Tightening of emission and noise standards is prompting a return of the four-stroke. Predictions of the death of the two-stroke, strangled by overzealous legislators, may prove off-target, but just in case . . .



*Ruuuumphh, chug-a-thump chuff thump thump*

# QUADRARAMIA

by the Staff of DIRT BIKE

## YAMAHA INTRODUCES SON OF THUMPER

By now you've probably seen the ads introducing the TT500, labeling it a modern version of the classic 500cc four-stroke. Fair enough. The TT is Yamaha's attempt at updating the British bikes that were the boss boogyers some ten to 20 years back. Without the oil leaks. Modern technology applied to traditional stump pulling.

Basic updating includes: engine oil carried in the frame, long travel forks, laid-down gas shocks, easy primary kickstarting (without a six-step pre-ignition ritual and assorted oaths), relatively light weight (years ago the featherweight boundaries started below 300 pounds), strong brakes, sealed air system that breathes right up under the seat, quietness and classy contemporary styling.

## SPECIAL HOW DOES THE TT DIFFER FROM THE XT500 SECTION

Oh, about 45 pounds' worth. The XT is designed as a sporty dirt-styled



Kent Howerton gave the TT some track testing. "It's fun if you don't go too fast. It turns nice, particularly on a smooth track. The more I rode it the more I liked it. It's pretty good for what it is."



roadster.

Engine. Same for both bikes; the TT pipe has a larger exhaust diameter and shorter muffler.

Hubs. The TT has YZ-type hubs; the XT has DT-type hubs and a 20mm larger diameter brake shoe.

Gearing. 15/52, 3.466 for the TT. 16/44, 2.75 for the XT.

Gas tank. The TT's is aluminum, holds 8.5 liters (2.3 gallons). The XT's is steel, holds 8.7 liters.

Tires. TT has Dunlop Sport

knobbies, 4.60 rear, 3.00 front. XT has trials pattern, 4.00 rear.

Lighting and instruments. XT has speedo/tach and street-legal lights with a new voltage regulator that won't burn out the bulb if the battery runs low. The TT comes with a lighting coil ready for plugging in an accessory TY250 lighting kit.

Suspension. Same seven-inch travel forks. The TT has Kayaba gas shocks. XT suspenders use same

spring, have more preload. Shock travel is four inches, rear wheel travel 5<sup>3</sup>/<sub>4</sub> inches.

Rear fender on XT is steel to accommodate the federally humongous taillight.

Seat on the XT is a little wider.

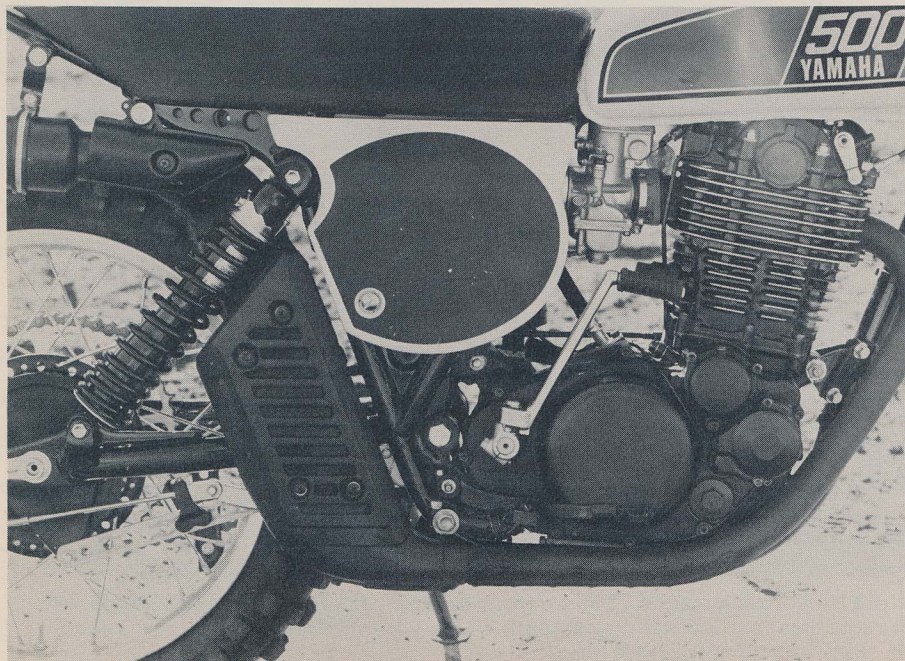
#### YOUR BASIC UPDATED BEEZER

The 600cc powerplant is an offspring of the BSA B50 engine. CCM modifications include magnesium cases, modified cylinder head, pressure lubricated valve mechanism, a 34mm Amal carb and electronic ignition. A 1.5mm compression plate under the barrel decreases the compression ratio from 10.2:1 to 9.3:1.

The oil system, with three-quart reservoir in the frame, pressure feeds the rockers and cam. The home-cast magnesium covers are anodized to eliminate corrosion. Color is a creamy light brown. The forks, triple clamps and hubs are also magnesium, two-thirds the weight of aluminum. The forks are made by CCM, eight inches of travel claimed. Damping can be altered externally.

The chrome-plated frame is chrome moly with T.I.G. and bronze welding. Shock mounting was switched to laydown for '76. Our pre-production unit, however, was not chromed.

The shocks, reworked by CCM, can be ordered with three different shock and spring rates. Damping is not externally alterable. Claimed rear wheel travel is eight inches.



#### BRITISH INNOVATIONS, IDIOSYNCRASIES AND MALFUNCTIONS

Our CCM had the total loss ignition system. An alternator ignition is also available, but total loss provides a stronger spark. It also means you have to charge the energy pack regularly, like between motos. Just hook it up to a 12-volt truck

Cut off the muffler and bolt-on spark arrestor, put it on a scale and you will discover it weighs 10<sup>1</sup>/<sub>2</sub> pounds. Exhaust heat warms up right side Kayaba shock, undoubtedly affects damping for hard running. Brake lever pedal is tucked in nicely, is beefy except for front portion. That's noticeably thinner, making it easier to bend back if it gets dinged. Pipe has protective channel welded on, sits slightly lower than the bash plate. See that small circular cover held on with three Allens? It conceals the oil filter. Side covers are magnesium.

battery for a 15 to 20-minute spritz between races. Forty minutes of charging brings it back from a totally discharged state. The six-volt unit weighs 2½ pounds. Giving a fully charged unit a 40-minute recharge will damage it. The energy pack is stored in the open-topped glass air box behind the Twin Air filter.

Starting. "Ignition on. Contact. Cleared for takeoff." The energy pack along with a plug for the charging cable switch is snugged up behind the left number plate. A red ignition light lets you know you've got the juice on. Then tickle the heck out of the Amal mixer, feeding in some easy-type kicks. Then set it just past compression for *thee* serious stomp. Hold the throttle wide-open and give it one trompin' boot. Odds are it will fire up.

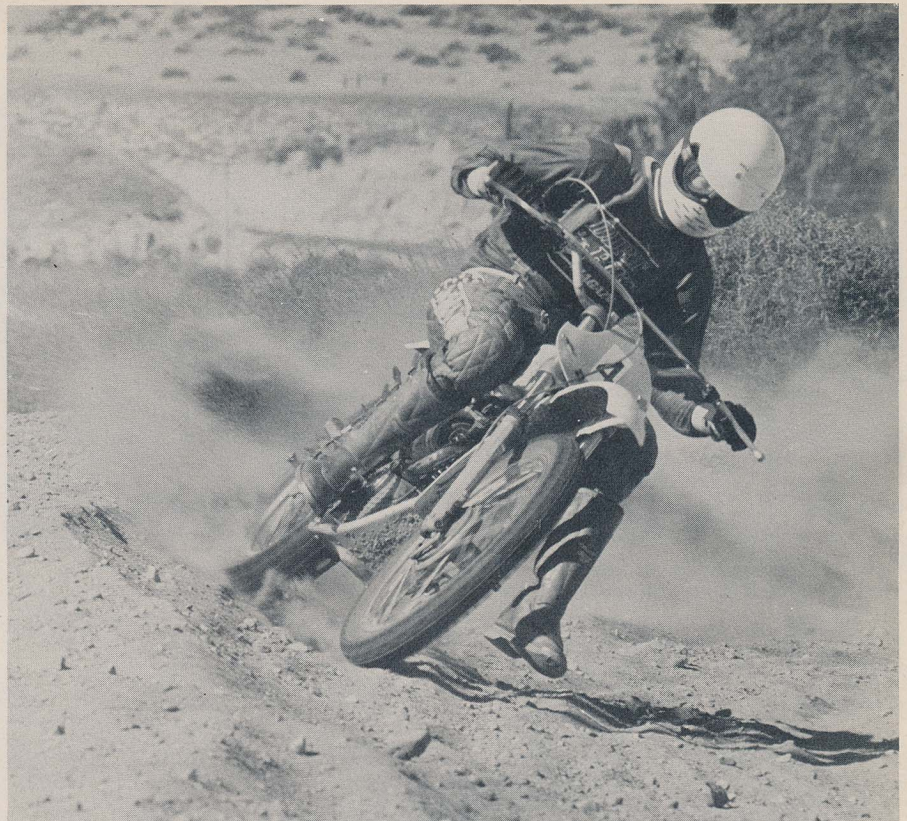
Shifting? It's English, remember? Shift right, brake left.

Welding. Fine type T.I.G. or bronze.

Wheels. Akront shoulderless alloy. George's first few laps yielded a flat tire. Ripped up valve stem. Gunnar commented, "It's those same old lousy English rimlocks." They don't keep the tire from spinning on the rim. Kind of important when those 600cc of thundering power hook up with the ground. So, along comes one of the *Dirt Rider* crew who volunteers to switch tubes for a ride. So he switches and he rides a bit and scratch another tube. So we switched to plain old Japanese-type rimlocks. No more flats.

The rims and spokes don't get along. Small wonder, they weren't made for each other. The rims were drilled for different spokes than those fit to the bike. Result, the spokes come out of the wheel with an "unusual" bend to them. They're strong, heavy items, though.

We pulled off the shocks. Rolf Tibblin, who took second behind Gunnar, had ridden the bike at



Carlsbad for the Quadstroke Nationals last October. Both suspenders were leaking, one more noticeably, after just one race with the former world champion applying the gassin'.

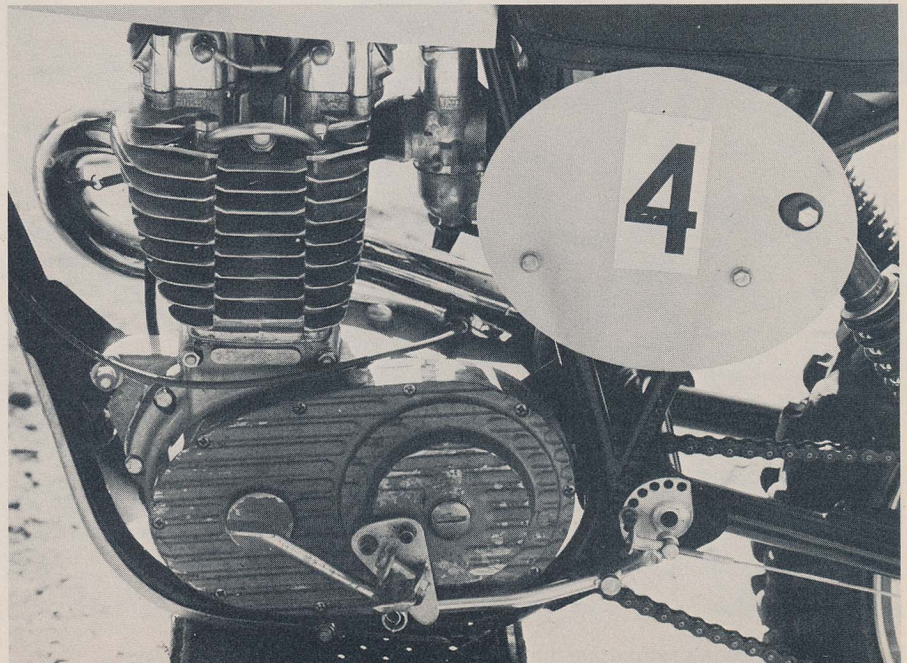
The spec sheets claim (and we measured) eight inches of wheel travel at the rear.

#### TRACTORING THE PACIFIC THUNDER TRAILER

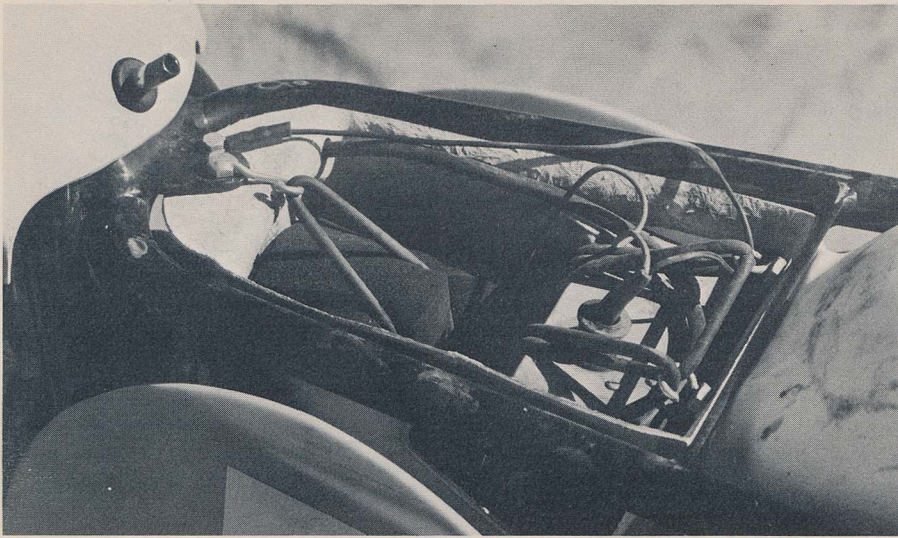
"I haven't had so much fun in ten

years." That's how senior test rider Jim Connolly responded after his first outing on the TT. "It's a neat playbike. You can ride all day and not get tired with that smooth power and no noise."

More Connolly comments. "The Dunlops are good. The suspension is actually good, but the bike is so heavy you feel it giving up on you. I'd leave the exhaust alone for trail riding or enduros, but it's definitely choked up. It's big and heavy on



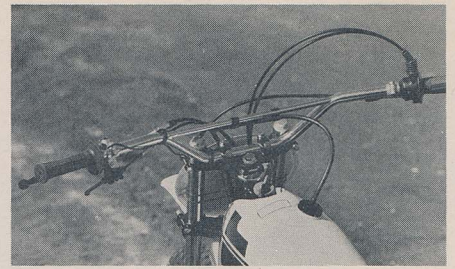
Energy pack switch is behind number plate. Spring-loaded, folding pegs are secured to the mag cases by three Allens. Note the spark plug crash guarder and the unusual chain adjuster setup off the swingarm pivot. The entire swingarm is moved to the front or rear with a bolt in the appropriate slot. Tire tube rubber band keeps kickstarter in place. Exhaust is open and loud, but basso profundo rather than ear-piercing. Bash plate is aluminum.



Glass air box contains air filter and energy pack. Strong rubber bands keep things in place. One bolt removes seat.



Fork legs are home-cast magnesium. Allen head bolt on each leg adjusts damping.



Dual push/pull throttle cables, also used by Honda. Feds may soon require dual cable setup for street. Gas cap is offset for quick contents inspection and easier filling. Oil cap has dipstick for quick checking. Notice "different" handgrips. Much softer than hard waffles of past days. Compression release is part of the clutch lever bracket which uses a pinch clamp. Replacement calls for removing the kill button and handgrip rather than just bolting on a two-piece-type item. Note 1 1/4-inch rise of fork tubes above the top triple clamp. They can be slid down in the clamps for more high-speed stability.

the jumps but it really stays up. Just keep the r's up and don't jump as high. Sort of felt like a two-stroke on the berms, either bogging some in a higher gear or over-revving in a lower gear. It turns good if you don't waste time trying to get to the berm. Just go inside, use the engine compression, and you're around while the two-strokes are still working on the berm tryin' to keep from breaking loose."

Zeal. "It's definitely fun. It works OK on a smooth track. The front and rear don't cooperate on a rough track. I could cut under pretty easy in the turns, just like Jim said. The engine is super. I got some rear brake chatter on bumps."

Gunnar. "It feels basically right, nothing is out of hand. The rear end works fine for trailing, steering is good and the power is smooth. It's about halfway between a stock XL350 Honda and the Long Beach XLs we raced in Baja."

Al Baker. "Sure is a fireroading mother. It loves fireroads. The suspension is mushy, but nice for smooth ground. Really nice torque curve. It was a hassle to have to keep correcting for its wanting to fall to the right in left turns. Set it up right and it'd probably have more power than Big Red."

Mike Bell, CMC #1 125er. "The front's too heavy and the suspension's too soft, but it has neat fun power. It's a quick turner. You have to fight it a little on the jumps because it wants to drift to the right. You can

ride it in knee-deep sand."

Unidentified district enduro contender. "It's so nice the first time you get on it that it sucks you right in. Draws you right past the limits set by the weight and suspension. Nice engineering there, how they went with a dry sump to lower the engine weight. The bike feels lighter because of the lower center of gravity. It's a handful in the tight trails and tiring over rough ground, but it's neat as a play racer. The seat's comfortable. They ought to put a fold-back shift lever on it. The way it is now, it'd be easy to maybe bend the shift shaft. I'd like to see a chain guard and a high pipe. It's a natural slider. I think they're going to sell every one they bring in."

### TRACKING THE ATLANTIC THUNDER THUMPER

The CCM forks sacked right off. Jim was willing to bet the engine would out-accelerate any two-stroke around. "Once it's running, it's really neat." Rubber banding the kickstarter out of the way is kind of a drag.

Cornering. Cut inside. Shutting off the 600cc powerplant makes the front end bite and you're back on the gas before you know it. No fuss feeling for traction, just gassit. Remember to leave it up a gear and let it torque through. It jets out.

Comments from Comrade/San Wegner. "Power is excellent. The forks weren't working, the rear brake really had to be worked. Starting and shifting were a hassle. If you could buy it for about \$1200 and put some money into shaping it it'd probably be as fast as the RM370."

Moto instructor Russ Darnell. "It slides very well, there are no limits to sliding it. The only limit into a corner are the brakes, it certainly doesn't like to stop. Turns nice. The riding position is out of it, particularly for stand-up riding. The pegs are too high and too far forward. The suspension went away fast. It's not any faster than a good 250. It's a novelty only."

Gunnar's critique. "The pegs are too tall. The padding isn't right. Rolf had to cut out a bunch of the padding so he could slide back on the seat. There's more than one inch of clearance between the rear fender and the wheel. They could use that

and forward. You can use third to get off the line, it's like an automatic to the first turn. It takes an old-timer who knows how bad the old bikes really were to truly appreciate the CCM."

### CC PIECES

The American distributor is CCM Imports America, Inc., P.O. Box 475, 4452 West Idyl Dell Road, McHenry, Illinois 60050; (815) 385-4661. They offer a 500, 550, 580 or 636, in MX or trail configuration. And a 250 by special order. Close or wide-ratio four-speed box.

The builder is CCM (Clews), 48 Shiffnall St., Bolton, England; telephone: 0204-22720.

De pipe is open. De pipe is loud, in a ruumpy sort of way. It would have to be modified to pass AMA noise requirements.

Fenders. Petty Muder front, Falk (German) rear. Plastic number plates by W. E. Wassell, the English version of Webco.

Rear brake pedal, on left side, can't be readily adjusted for height. It's necessary to heat and bend it or weld on a tab.

CCM also has a 636cc sidecar



### SPECIAL GUEST APPEARANCE

Bill Bell of Long Beach Honda brought out his latest version of Big Red. Aboard it, Al Baker and Gene Cannady won the Baja 1000 overall, bikes and cars, last November. The bike had been updated since Al and Gunnar won the 500 class at the Baja 500.

Here are the particulars: new laydown C&J frame, the new freon S&W Stroker shocks, same 410 Long Beach Honda engine package with a Lockhart oil cooler bolted on the front downtube. MR250 3.4-gallon gas tank. Cheng Shin 3.50x21 six-ply up front; Goodyear Eagle D/S six-ply on the back. Preston Petty Muder fenders with the MR250 taillight added on. CR250MI seat. K&N handlebars with Oury grips.

The lighting setup for Baja is rather impressive. The lights alone weigh 12 pounds, and the stator, rotor and battery account for another 23 pounds, upping the running weight to 302 pounds with a full tank. The new 200mm Betor forks, reworked by S&W, get pressurized with 12 pounds of air when running with the lights to offset their weight. A 300-watt generator feeds the three lights. The center beam throws a pencil light beam for 1750 feet; the side lights are 900-foot floods. Quartz bulbs provide white light for the three Cibie lamps.

Bill can build you a duplicate of the Baja winner or any other version you might want. Contact him at Long Beach Honda, 5115 Atlantic, Long Beach, California 90805; (213) 423-1433.



### CCM 600

Price (retail, approx.) . . . . . \$3100

Engine Type: Four-stroke, single-cylinder

Displacement . . . . . 573cc

Bore & Stroke . . . . . 90mm x 90mm

Compression Ratio . . . . . 10.2:1

Carburetion . . . . . 34mm Amal Concentric

HP at RPM:

Claimed 50 at 6500, 35.0 at 5500  
on Will Pfizenmaier's dyno

Spark Plug . . . . . Champion N-3

Jetting:

270 main, 3 throttle slide,  
30 pilot jet, .107 needle jet

Clutch . . . . . Wet, multi-plate

Primary Drive . . . . . 1.85:1, chain

Transmission Ratios:

- 1) 2.18:1
- 2) 1.64:1
- 3) 1.24:1
- 4) 1.00:1

Final Drive:

3.60 ratio, Renold 5/8x1/4 chain  
15-tooth countershaft  
54-tooth rear sprocket

Air Filtration:

Oiled foam, open top glass box

Electrical System:

Total loss energy pack

Lubrication . . . . . Dry sump, oil in frame

Recommended Fuel . . . . . Premium

Recommended Oil . . . . . Castrol R40

Fuel Capacity:

Approx. 7.6 liters (approx. 2 gallons)

Frame . . . . . Chrome moly

Suspension:

13.7cm travel (5-3/8 inches) CCM forks  
20.3cm travel (8 inches);  
measured at rear axle

Wheels & Spokes . . . . . Akront alloy

Tires:

- 3.00x21 Metzeler knobby
- 4.50x18 Hi-Point knobby

Dimensions:

Wheelbase . . . . . 142.2cm (56 inches)

Swingarm length . . . . . 43.9cm (17.3 inches)

Ground clearance . . . . . 26.7cm (10.5 inches)

Bars, width . . . . . 86.4cm (34 inches)

Bars, height . . . . . 108.0cm (42.5 inches)

Pegs, width . . . . . 48.3cm (19 inches)

Pegs, height . . . . . 31.8cm (12.5 inches)

Seat height . . . . . 87.6cm (34.5 inches)

Weight:

- 106.1kg (234 pounds) actual  
with one gallon of gas;
- 44.3 percent on front wheel,
- 55.7 percent on rear wheel

Brakes:

Front . . . . . Cable-operated

Rear . . . . . Rod-like cable-operated

Instruments . . . . . None

Lights . . . . . None

Silencer . . . . . No

Spark Arrestor . . . . . No

Primary Kick . . . . . No

Warranty . . . . . None

Parts Prices:

Piston assembly (with rings) . . . . \$68.00

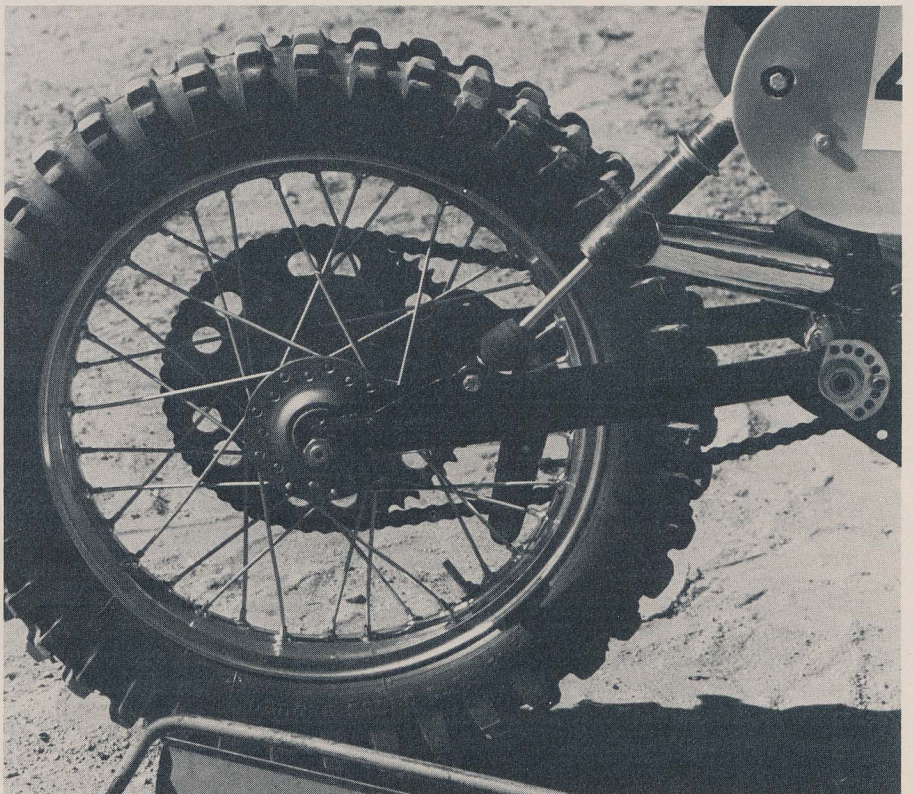
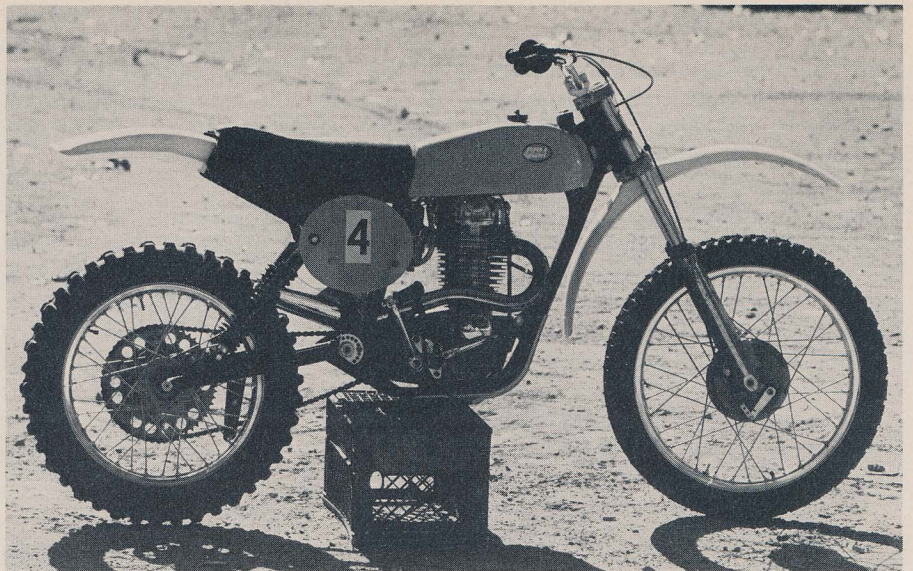
Clutch cable . . . . . \$3.80

Cylinder . . . . . \$220.00

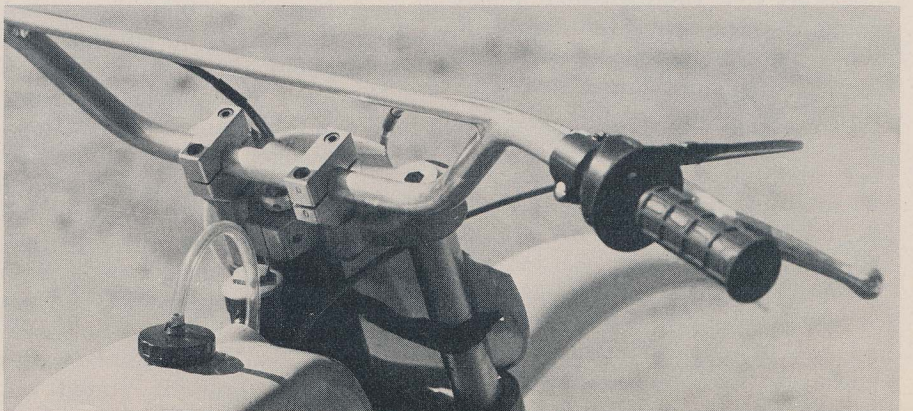
Shift lever . . . . . \$6.00

Brake pedal . . . . . \$8.00

Clutch lever . . . . . \$5.00



Wheel travel is eight inches. Peg on rear hub that juts out for brake stay makes pulling the rear wheel off for a tire change that much more complicated.



Up front. Magura levers, Oury grips. Gas cap is topper from a square Amal carb.

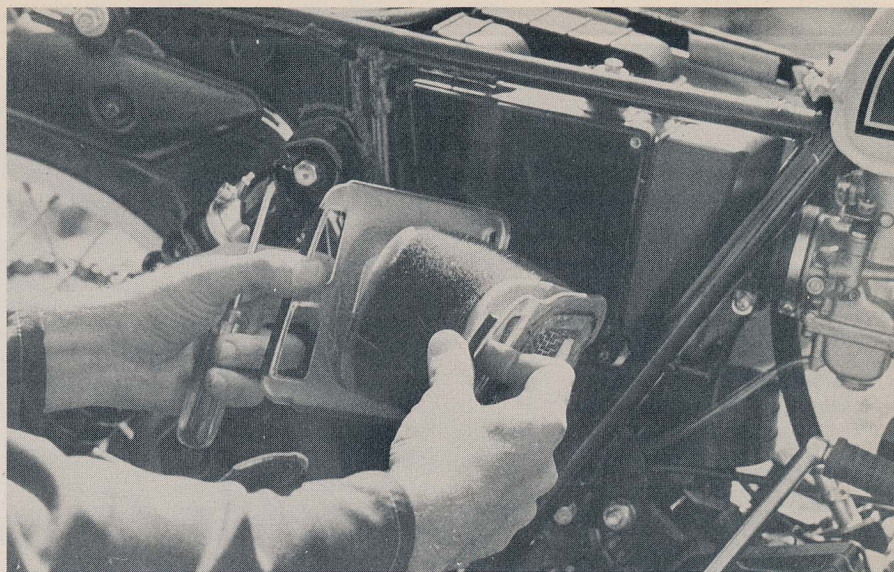
to lower the seat bottom and fill it in with level padding. The brake pedal was too high, the foot had to be removed from the peg. The shocks were OK until they lost their oil. I prefer the power on the 410 Honda. There's not quite as much on the bottom but it revs out farther for a wider powerband. The CCM's power is jerky at low rpm by comparison."

After his first ride on the CCM the number one district open class motocrosser asked if he could take it racing. So we said: sure, Jim, welcome to it. Neither Gunnar or George expressed much interest in Sunday testing the torquer. Jim did a brief shaping for his race. First, the sacking forks. He used some Webco springs for a '74 Pursang and seven ounces of oil. Preloaders were a pair of '62 Corvair valve springs. These gave two inches of preload. Jim felt the big engine, the relatively forward mounted pegs and the big crank flywheel effect all conspired to overload the front end, and slam the bike into a berm, making the front end fortification mandatory. And he bolted on a pair of his Works Performance Suspenders from his Bul.

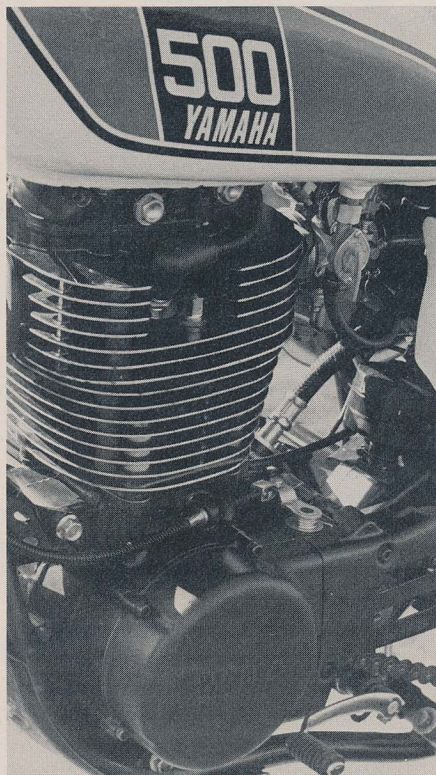
Down to Carlsbad. Crowd gathers. Sure is a lot of interest in the open class four-strokes. The start. "I couldn't get it off the line as well as my Bul, but I think that's a matter of getting used to the four-stroke. You have to anticipate sooner. And, I didn't want to crash in the first turn and have to start it again. The plan was to pick off the other guys on their mistakes, taking them on the inside. I had too much travel in the rear for the front end. It was neat sliding in the dry corners and still being in control. One thing. If you can hold onto it — nothing will beat you up Carlsbad's hill — if you can hang onto it."

Jim wound up with a third. He felt, with time to dial in the suspension to his liking, he could front the pack.

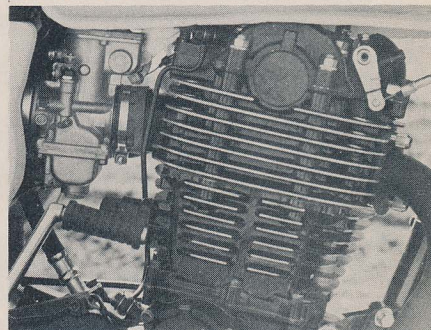
Zeal also became a CCM enthusiast. His thoughts: "It's definitely a thrill, the power is so neat. It's a Novice Gobbler. The Scare Factor. You come thundering up on them and they really spook, fall all over themselves, crash and burn time. It's the King of the Inside Line. Throw it down until the bars dig in and it'll still stick. It's really neat to just throw it sideways



Unfasten one Dzus fastener on right side panel to get to air box. Three Phillips bolts and you're staring at a foam-filled sandwich. The sealed air box has two rear breathing snorkels. Excellent setup. Power freaks will probably go for building a greater capacity breathing system. Removal of the left rear silencing inlet boot seems to help top end.



Side cover and sprocket cover are separate pieces. The TT has a Pollution Control Valve, unusual for a dirt bike, inspired by use of the same engine in street-legal XT500. Primary gears are straight cut. Flywheel and coil are located on left side, points are on the right. Crankcase is pressure vented. Note wire-wrapped clutch cable and bash plate that ends prematurely, exposing rear portion of the engine's bottom. Shifting was traditional Yamaha. Trans ratios ranged from 2.36 to 0.78, a first to fifth gear ratio of 3.03. For comparison, XL350 ratios range from lower 2.50 to slightly taller 0.75 for a wider ratio of 3.33.



The overhead cam engine has one intake and one exhaust valve. The Honda XLs are four-valvers. Note steel oil line running up the rear of the cylinder. Compression (exhaust valve) release can be seen up front. Protuberance behind the kickstarter pedal is the cam chain adjuster cover. The engine has to be removed to pull the top end. The gas tank must be removed to take off the top of the carb.

approaching the corner until you hit the exit line and then just nail it and sit back and get traction. The rear stayed on the ground for me. You have to correct for its falling off to the left. The vibration is no worse than a 400 CZ. Jim was right about going faster on the straights by reducing the throttle. Just back off a little and you can feel the wheel hook up and launch you forward."

Al Baker. "It's typically English. It vibrates. It falls to the left because the engine is offset to line up the chain. The brakes aren't as good as Japanese brakes. It feels good in a straight line. You say you want instant power off a corner, you got it. The pegs seem a little too high

## YAMAHA TT500C

Price (retail approx.) ..... \$1398

### Engine Type:

Four-stroke OHC,  
two-valved single-cylinder

Displacement ..... 499cc

Bore & Stroke ..... 87mm x 84mm

Compression Ratio ..... 9.0:1

Carburetion ..... 34mm Mikuni VM34SS

Spark Plug ..... NGK BP-7ES

### Jetting:

210 main, Q2 needle, 35 pilot,  
0.8 air, 60 starter

Clutch ..... Wet, multi-plate

Primary Drive ..... 2.566:1, spur gear

### Transmission Ratios:

- 1) 2.357:1 (20.97 overall)
- 2) 1.555:1 (13.84)
- 3) 1.190:1 (10.59)
- 4) 0.916:1 (8.16)
- 5) 0.777:1 (6.92)

### Final Drive:

3.466 ratio, 520 D.I.D chain, 103 links  
15-tooth countershaft  
52-tooth rear sprocket

### Air Filtration:

Oiled foam, sealed rear snorkel air box

### Electrical System:

Flywheel magneto, points

Lubrication . . . Dry sump, oil tank in frame

Recommended Fuel . . . . . Premium

### Recommended Oil:

Yamalube four-cycle, 2.6 quarts

Fuel Capacity . . . . . 8.7 liters (2.3 gallons)

Frame . . . . . Mild steel, semi-double cradle

### Suspension:

178cm travel (7 inches) Yamaha forks

145cm travel (5.7 inches);

rear wheel travel, nitrogen/oil

Kayaba shocks

### Wheels & Spokes:

D.I.D. rims,  
rimlocks: 1—front, 2—rear

### Tires:

3.00x21 Dunlop Sports knobby

4.60x18 Dunlop Sports Senior knobby

### Dimensions:

Wheelbase . . . . . 143.5cm (56.5 inches)

Swingarm length . . . 42.5cm (16 3/4 inches)

Ground clearance . . . 21.6cm (8.5 inches)

Bars, width . . . . . 91.4cm (36 inches)

Bars, height . . . . . 110.2cm (43-3/8 inches)

Pegs, width . . . . . 47.6cm (18 3/4 inches)

Pegs, height . . . . . 30.5cm (12 inches)

Seat height . . . . . 83.8cm (33 inches)

### Fork angle:

30.5 degrees, 134mm (5.28 inches) trail

### Weight:

118.8kg (262 pounds dry) claimed;

124.5kg (274.5 pounds) actual

with one gallon of gas;

43.6 percent on front wheel,

56.4 percent on rear wheel

### Brakes:

Front . . . . . Cable-operated

Rear . . . . . Rod-operated

Instruments . . . . . None

Lights . . . . . No

Silencer . . . . . Yes

Spark Arrestor . . . . . Yes, approved

Primary Kick . . . . . Yes

Warranty . . . . . None

### Parts Prices:

Piston assembly . . . . . \$28.20

Rings . . . . . \$7.32

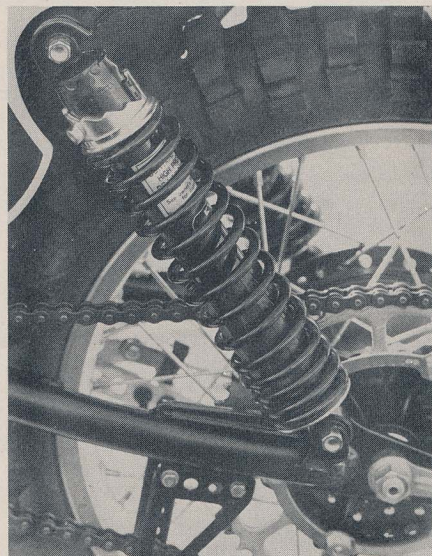
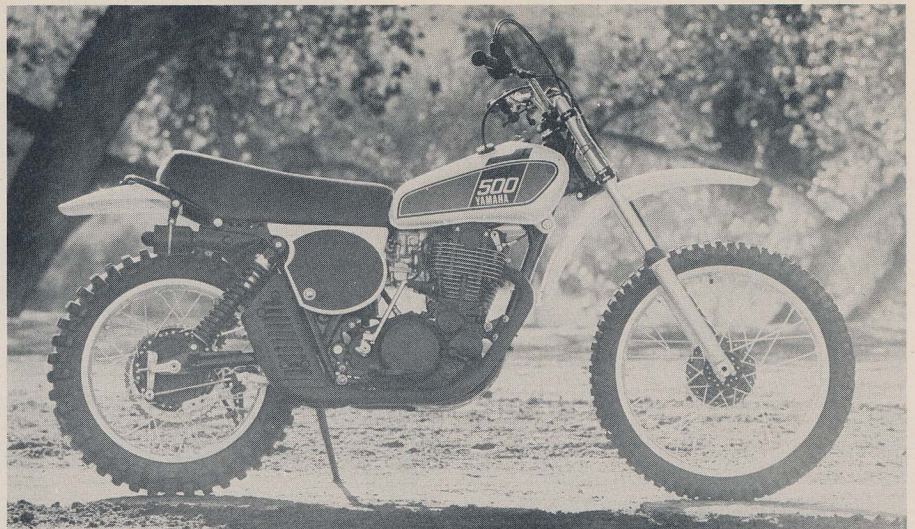
Clutch cable . . . . . \$4.56

Cylinder . . . . . \$106.40

Shift lever . . . . . \$4.76

Brake pedal . . . . . \$7.72

Clutch lever . . . . . \$3.72



**Kayaba shocks work OK for trail riding. Internals of Kayabas for Yamahas, Kawasakis and Rokons (Red Wings) are different than those built for Suzuki. Chain guide has rubber roller, but could be beefed up to prevent easy bending. Note lightweight rear sprocket.**

engine and chassis.

Castrol R40 is recommended for the frame, engine and primary chain case. Castrol DI40 for the gearbox.

Swingarm uses needle roller bearing pivot.

## TT BITS

Handy lube fittings for the rear brake pedal and the swingarm.

Both hubs have magnesium backing plates.

Flexy plastic fenders have a bowed-out-in-the-middle shape to them.

Three Allens secure a separate sprocket cover. The swingarm has a plastic protector to prevent the chain from sawing the arm in two. There's no chain guard or tensioner, the

chain guide has a rubber roller.

Hand levers painted a no-glare black. The compression release has an accordion-type rubber dust cover. Hand levers are also rubber-covered. The inside of the throttle grip is indented to make for better dust sealing.

Engine weight is about 96 pounds.

Needle bearing swingarm.

The camshaft and counterweighted crankshaft both run on ball bearings.

Piston and cylinder are aluminum alloy.

Oil in frame tube reservoir (2.6-quart capacity) is fed in and returned by trochoidal pumps, allowing for a smaller crankcase. Oil is pressure-fed into the gearbox shafts, a unique and highly functional approach.

Starting procedure. Bring lever down until compression stops the lever. Pull in the compression release and slowly push the lever through 50 percent of its travel. Release compression lever, returning kick-starter to top of travel. Kick through, using little or no throttle. Mark, from Yamaha, demonstrated kickstarting the TT with his hand.

On a couple of occasions, with different riders, after the bike had been run hard, it just would not fire up until it was allowed to cool off or was push-started. Suggested preventative maintenance after hard running is to let it idle for a minute before shutting off.

If you grab a big handful of throttle off the bottom you'll probably notice a flat spot. Most likely, it's not the jetting. The TT is set up with a seven-degree advance

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## YAMAHA/CCM

*Continued from page 46*

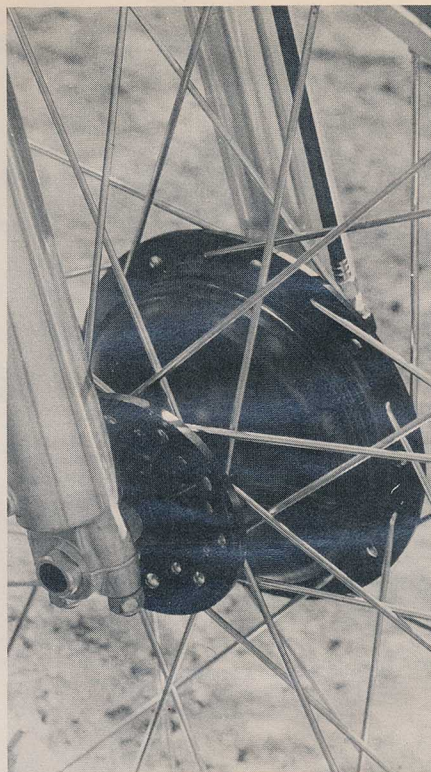
for idle and at 2100 rpm it jumps to 27 degrees. Yamaha reported that their accessory pipe seems to cure the flat spot.

Watch for the following Yamaha accessories for the TT: high and low performance pipes (they claim about a six-horsepower increase at about 5000 with about two more horses on top), 3/16-inch aircraft aluminum skidplate, Trapp exhaust and fork brace. They should be available by the time you read this. Other accessories in the development stages are aluminum rear sprockets, aircraft oil lines, flowed head and bigger valves and a big-bore kit.

Number One Products has an MTF fork kit for the TT. The universal damper rod kit goes for \$19.95, special TT valving is another \$5.

### QUADRALUSION AND THUMPARY

"I'd like to campaign a four-stroke in motocross, even if you couldn't make it, you'd sure have fun tryin'. If I had three thousand dollars to spend I'd get a CCM. The



Conical hubs with magnesium backing plates. Spokes are sturdy. A couple of track outtings hardly loosened them at all. Rear spokes required no adjustment, some front spokes took minimal tightening.

acceleration feeling is so neat, so smooth. Give me the time and money to do some development and I'd take the TT for sure. I think eventually it would be a better bike." —Jim Connolly

"If Rolf could ride this (the CCM) to second in the Four-Stroke Nationals he deserved first." —Swedish winner.

"The CCM needs work to go racing. \$3100? That kind of settles it right there. You ought to get a lot of fringe benefits for that kind of money that you don't. But everybody sure did want to take a look at it, and ride it."

"The CCM definitely handles better for racing. You can flick it around better, it responds better, it slides a lot easier. You don't pitch the TT in as hard. With the CCM you can hit those berms anyway, anywhere; you don't want to make a mistake with the TT."

Is the CCM really worth \$3100? Is anything? For \$3100 you can buy a couple of bikes and still have some dough left to buy a complete super-zoot track wardrobe, or some more paneling for the Blue Blimp-

*Continued on page 91*

# the best there is ...and the dirt.



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**YAMAHA/CCM**  
*Continued from page 89*

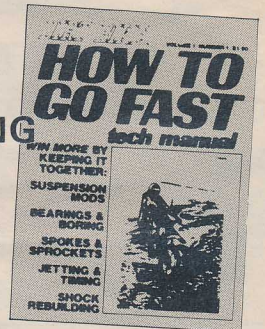
mobile. How about a TT500 and a used pickup? The combinations are endless.

Value lies in the eyes of the beholder or something poetic like that. Most will approach the CCM with curiosity, few will actually lust for it within the realities of its economic demands. But if you have that itch, it'll give you a real rush. Who's to say that isn't worth three grand?

And what about the TT500? No doubt some will want to try turning it into a racer. Jim does. But evaluating it as a general all-around messin' in the dirt type bike: Hey, it's neat. Big, but neat. Beautiful engine, tractor torque, climbs hills two-strokes can't make, decent suspension with a bit of fiddling, and it sounds just, shall we say, swell. It's basically right there on the showroom floor, what every play biker who's been tearing up and reassembling XL350s for the past couple of years has had in mind. Ancient proverb says: a TT500 in the hand is better than a possible XR350 in the bush.

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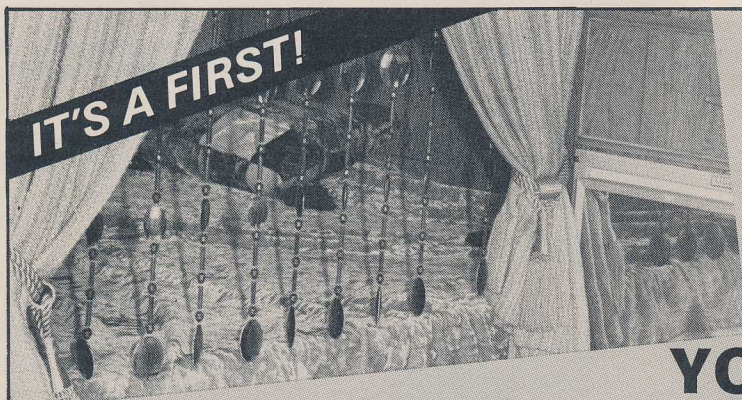
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