

SUZUKI RM250: STAGE 2 ALERT!

DIRT BIKE

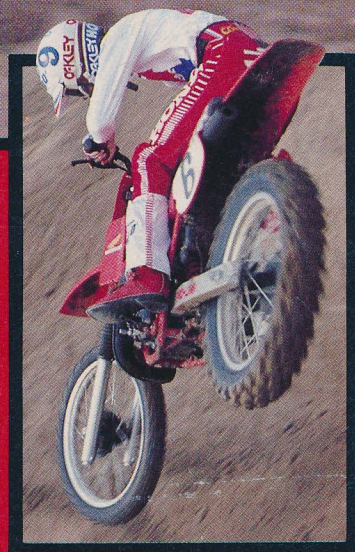
MARCH 1982
\$1.50 UK80P

**HONDA
CR250:
DeCoster's
magic
touch**

**Johnny
O'Mara**

**KDX 175:
Still on top?**

**LOST POWER?
Renew your
roost**

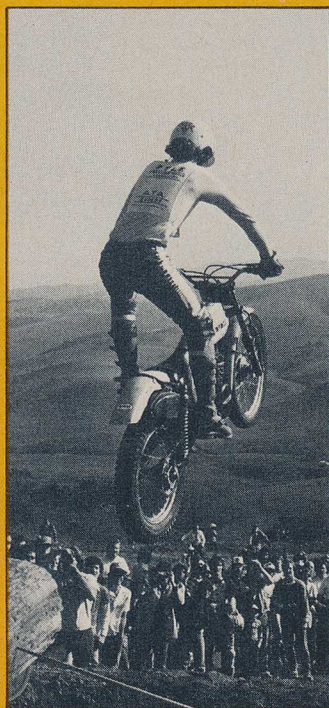




YZ VS. RM



CAN-AM QUALIFIER



TRIAL DE ESPAÑA



KAWASAKI KDX

TESTS

- 26 HONDA CR250R**
All new, all better
- 42 KAWASAKI KDX175 A3**
More horsepower for the lightweight champ
- 48 RM60/YZ60 SHOOTOUT**
Micro minis meet head on
- 58 CAN-AM 175 QUALIFIER**
Still kicking after all these years

TECHNICAL

- 32 VIBRATION: CAUSES AND CURES**
Keep the buzzing down to a minimum
- 34 SETTING UP A DESERT BIKE**
Tips for the great rocky void
- 50 RM250 HOP-UP TRICKS**
Zoot up your Z and get crazy
- 62 LOST POWER**
Where to find what you're missing

FEATURES

- 40 ANNUAL BARSTOW TO VEGAS TRAILRIDE**
Snow and freezing rain . . . this is the desert?
- 54 TRIAL DE ESPAÑA**
Dirt Bike rides slow for a change

DEPARTMENTS

- 7 FROM THE SADDLE**
A touch of klass
- 8 LAST OVER**
Antiques
- 10 BITS AND PIECES**
Newsbeat
- 12 MISTER KNOW-IT-ALL**
Techbeat
- 18 RIDER'S WRITE**
Viewsbeat
- 22 NEW PRODUCTS**
Moneybeat
- 72 CRASH AND BURN**
Just plain beat

ON THE COVER: —
Johnny O'Mara tries a number of poses on the all-new CR250; and yes, he did go on to win the race. Photos by Paul Clipper and Tom Webb.

DIRT BIKE Magazine, ISSN 0364-1546 (Mar. '82) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$12.98 for 12 issues (one year). Foreign subscriptions add \$5 per year and Canada \$4 per year for additional postage. Copyright © 1982 by Daisy Hi-Torque Publishing Co., Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. **CONTRIBUTORS:** Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributors must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Co., Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional offices. **DIRT BIKE**, P.O. Box 317, Encino, California 91316.

CAN-AM 175 QUALIFIER

TRAIL RE-TREAD

Somewhere in time...

By the Staff of Dirt Bike



In today's world of off-road riding, a bike must constantly go through changes each year in order to keep up with the sport. One of the main reasons for factory riders and professional-level competition is to develop and shape the motorcycle. With an amazing amount of energy going into R&D, the ones that can't or won't—refine their equipment quickly find themselves in the dark ages.

Can-Am introduced no new motorcycles in 1981. Their bikes were so close to the '80s, in fact, that they basically stagnated for an entire year. For 1982, they're bringing out a whole new lineup of qualifiers. The bikes look different, appearancewise, but just how bad did that year off hurt them?

STYLING—DON'T ASK!

One of the first things you'll notice about the Can-Am is its appearance. If it was a girl, you'd expect it to bark. We're talking *ugly*. (But we've tested ugly bikes before that worked great.)

The gas tank is rather large and orange. It's changed from previous years, the capacity is up to 3.4 gallons.

A new headlight/numberplate now resides up top. The spacey unit has a rectangular light that shines directly on the front fender. The front fender is also a new item. Frankly, we liked the older model much better. While it is heavily troughed, vented in the back and very wide up front, it has to be one of the most loathsome, grisly units we have ever seen. Besides being unsightly, the thing is too short and allows mud to flick directly onto your goggles.

Suspension has been updated at the rear. An aluminum arm and Ohlin shocks replace the Girling setup. Up front the forks are the same 35mm Marzocchis as before. Also, the engine is the much-raved-about rotary valve Rotax motor that's always been an industry standard. This year, the Bing carb has been dropped in favor of a Mikuni.

Moving to the aft section, there's a

nice numberplate combo rear fender with a little enduro-legal taillight. Right below hangs a contorted pipe and an oversized muffler/spark arrester that requires special bracing to hold it in place.

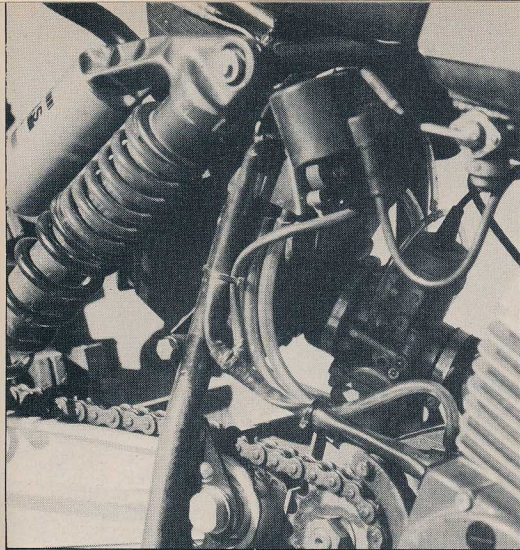
MOTIVATION BY ROTARY

Not much bad can be said about the Can-Am motor. The rotary-valved, six-speeder works. Comparing it to the '81 PE and IT Yamaha showed that the C-A was both faster and pulled stronger down low. The stock gearing is just right for moderate woods work. A drop to a 14-tooth countershaft sprocket would make it ideal for the really tight stuff.

A well-spaced transmission lets the Qualifier get through and around nearly all obstacles, including some pretty serious uphill. Shifting works best when the clutch is used; it's definitely not "buttery smooth."

ONE DEGREE TOO FAR

Although the Can-Am's rake can be altered with different steering cones, in



There are no sidepanels to cover up the top shock mounts, coils and tubes in the middle of the bike.

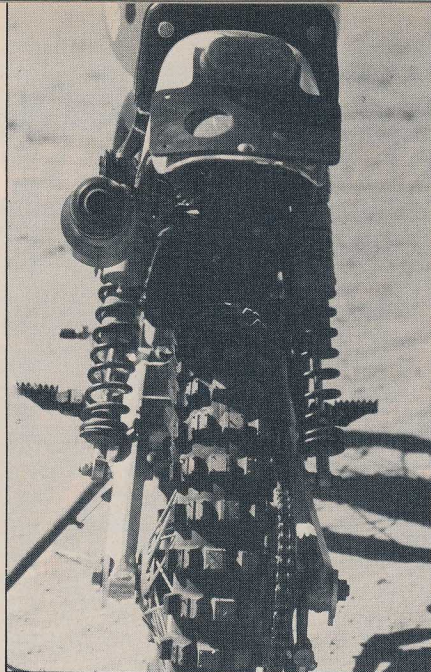


stock form, the 30 degrees doesn't cut it. Previous models had it set at 29—an acceptable figure. The '82 is an unforgiving turner, making the rider stay way forward and use both body and throttle position constantly in order to negotiate the terrain.

Most dealers should have the cones in stock to change the rake. While you are there, better buy a new front fender. The stocker won't fit with the forks pulled back. In fact, it barely clears the downtube as it is. Mechanically and cosmetically, these changes will help.

Front-end travel is a little under 11 inches—just right for the majority of us. The 35mm Marzocchis actually work pretty well. They keep the front tire on the ground with a decent damping action. Although the forks were smallish in size, flexing wasn't a problem. On a larger, heavier bike, the forks would be grim; on the 175 they get the job done.

The rear end of the bike got the big-



The shocks are very similar to Husky's in their layout. Dunlops provide good traction in most terrain.



CAN-AM 175 QUALIFIER

ENGINE TYPE	Two-stroke, rotary valve
BORE AND STROKE	62mm x 57.5mm
DISPLACEMENT	173.6cc
HORSEPOWER (CLAIMED)	N/A
CARBURETION	34mm Mikuni
FACTORY RECOMMENDED JETTING	N/A
RECOMMENDED GASOLINE	Premium
FUEL TANK CAPACITY	3.4 gallons (12.8 liters)
FUEL TANK MATERIAL	Plastic
LUBRICATION	Premix
RECOMMENDED OIL	Any good grade
OIL CAPACITY	One quart
AIR FILTRATION	K&N/with foam
CLUTCH TYPE	Five-plate, oil bath
TRANSMISSION	Six-speed
GEARBOX RATIOS:	
1	3.40:1
2	2.31:1
3	1.68:1
4	1.31:1
5	1.095:1
6	0.913:1
GEARING, FRONT/REAR	15/44
IGNITION	Bosch CDI
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	Champion B8ES
SILENCER/SPARK ARRESTER/QUALITY	Quiet, very heavy
EXHAUST SYSTEM	Through the frame
FRAME, TYPE	Tubular, chromoly

gest changes. Completely redesigned geometry, swingarm and shocks are the highlights. A huge aluminum swingarm replaces the small tubular units of the past. It appears to be the same item that the works riders were testing in 1981. With a system that looks very similar to the Husky's, the shocks are mounted on the outside of the swingarm. They are canted well forward and actually angle in up top like the Swedish bikes. Heim joints are used both top and bottom on the piggy-back Ohlins. It looks like a nice setup, but there was way too much rebound damping in the shocks, for our tastes. In a succession of bumps, they would pack up and become useless rather quickly.

For anything other than woods work, it was hard to evaluate the suspension. Although the Can-Am is longish (58.4 inches), the stability was severely hampered by the poor-working rear end.

WHEELBASE	58.4 inches (1485mm)
GROUND CLEARANCE	322mm
SEAT HEIGHT	37.7 inches (958mm)
STEERING HEAD ANGLE (RAKE)	30 degrees
TRAIL	153mm (6 inches)
WEIGHT WITH ONE GALLON GAS	224 pounds, dry
RIM MATERIAL	Aluminum
TIRE SIZE AND TYPE:	
FRONT	3.00 x 21 Dunlop K-139
REAR	4.10 x 18 Dunlop K-88
SUSPENSION, TYPE AND TRAVEL:	
FRONT	270mm
REAR	270mm
INTENDED USE	Enduro, off-road
COUNTRY OF ORIGIN	Canada
RETAIL PRICE, APPROX	\$1799

DISTRIBUTOR:

Bombardier Corporation
4505 West Superior Street
Duluth, Minnesota 55806

OVERALL RATING, 0 TO 100, VARIOUS CATEGORIES, KEEPING INTENDED USE OF MACHINE IN MIND:

HANDLING	84
SUSPENSION	82
POWER	94
COST	90
ATTENTION TO DETAIL	80
EFFECTIVENESS, STONE STOCK	80

Dave Mungenast's DIRT BIKE HEADQUARTERS

CALL TOLL FREE!

1-800-325-9961

*FREE SHIPPING

on orders of \$50 or more Visa Mastercard Money Orders C.O.D.

Allow 3 to 4 weeks for personal checks

SAVE! SUPER DISCOUNTS

On name brand
Tires, Parts &
Accessories
ORDER TOLL FREE

factory authorized

HONDA

Husqvarna

K&M

MAICO

Parts, Sales
Service
call for prices

*We Rebuild OHLINS
Shocks!



HELMETS

Moto 3	\$88.95
Mini Moto	\$68.95
Mini Cross	\$48.95
Mag III	\$63.95
RT	\$53.95
Tour Star	\$83.95
Star II	\$79.95

BOOTS

Hi Point
MX or
Enduro
sole

\$117.95

order 1/2 size
SMALLER than
dress shoe

MXL \$99.95

GLOVES

MXL Bermbuster	\$19.95
Hi-Point	\$27.95
HALLMAN gloves	
DeCoster	\$16.95
PRO GP	\$25.95



KNobby TIRES

DUNLOP K-190

reg.	our price
3.60-14	\$30 \$25.95
4.10-14	\$35 \$30.95
4.10-18	\$45 \$39.95
4.60-18	\$53 \$45.95
5.10-17	\$58 \$49.95
5.10-18	\$60 \$52.95
3.00-21	\$42 \$35.95

DUNLOP K-88

4.00-18	\$50 \$45.95
5.00-17	\$52 \$46.95
5.00-18	\$62 \$51.95

K-88 HT

110/90-18	\$59 \$51.95
5.10-18	\$67 \$55.95

NEW! DUNLOP K-139

reg.	our price
3.00-21	\$63 \$55.95

HI-POINT "RED DOT"

3.00-21	\$43.95
100/90-18	\$47.95
4.10-18	\$48.95
4.50-18 (4ply only)	\$48.95
5.00-18 (4ply only)	\$50.95

METZLER

3.00-21	\$50.95
3.25-21	\$53.95
100/90-18	\$53.95
110/90-18	\$62.95
150/80-18	\$72.95
5.00-17	\$74.95



ATV KNOBBY TIRES

Dunlop	our price
Radial	\$54.95
Nakang	\$39.95



MC-1+ 2 cyl. Racing

lubricant 12 oz. \$2.79

Fork Oil with "Seal Swell" 1 pt. \$1.95

Chain Lube 18 oz. \$3.49

aerosol \$2.19

Foam Filter oil 1 qt. 10-60W, 10W40, 15W40, 20W50 \$2.49

Gear oil 80W, 85W, 90hypoid, 85W/140hypoid \$3.49

GK-1 Ultrahigh RPM 2 cyl. oil 1 pt. \$4.39

Contact Cleaner 20 oz. \$3.49

Degreaser & Engine Cleaner 16 oz. \$3.29

Waterproof Grease 16 oz. tub \$2.59

CALL for our SPECIAL case prices!

FANNY PAK TOOL BAG

Malcolm Smith \$13.95

Leather \$35.95



GOGGLES

SCOTT

#83 butyrate lens \$12.95

#89 Series R Lexan \$14.95

#87 Lexan (glasses) \$16.95

Faceguard \$6.95

Also great prices on Jones

CALL FOR PRICES!

JERSEYS

HALLMAN

All team colors \$14.95

NYLON

MX PANTS

HALLMAN

All team colors \$74.95



GOLD BELT

\$21.95



ANCR TIEDOWNS

\$12.95

NEW! Heavy duty \$17.95

CAN-AM 175



We took off the stock front fender and replaced it with a Gold Belt DeFender. Here the "General" models and races the stocker.

BITS AND PIECES

The new gas tank leaked. Not up at the cap, or the petcock, but underneath at the mounts. After several attempts to cure it... none successful... we rode with sewage constantly dripping onto the pipe and motor.

Seating position, bars and levers are fine. The throttle is the same archaic unit of years past; an inline type would much better fit the bill.

There are no sidepanels on the bike. While this doesn't affect how the bike works, it does hamper the looks. Coils, tubes, wiring and other apparatus that were laying around made it look unfinished.

Finally, the Can-Am has decent tires. The Dunlop K-139 and the K-88 rear are far superior to the old Sport Seniors.

The final drive train has been re-updated. Can-Am is back to the good Regina Gold chain and they have a deluxe guide to help keep it on the sprockets.

THE END

Sorry to say, but because of Can-Am's refusal to evolve, their bikes are outdated and unrefined. With the competition being what it is (KDX, PE Floater, etc.) the good motor won't pull the C-A up to the top. □

Dirt Bike Hq., 6820 Gravois, St. Louis, Mo. 63116

Qty Description/size/color Price ea. Total

enclose ☐ No Order ☐ Cert Check

☐ Pers. check (allow 3 wks to clear)

☐ C.O.D.

Charge to: ☐ Visa/BankAm ☐ M/Card

Account No. Exp. Date

Bike year, make, model

Name

Address

City/State/Zip

Mo. res. add 6% sales tax

Total

Dave Mungenast's DIRT BIKE HQS.

6820 Gravois, St. Louis, Mo. 63116

Mo. Call 1-314-351-1886

when ordering state make, model, year of bike, and colors and sizes desired.

Prices and specifications subject to change.

MOVING?

Please attach, in this space, the label from a recent issue to ensure proper address corrections.

Mail to:

DIRT BIKE MAGAZINE

Subscription Dept.

P.O. Box 317

Encino, California 91316

Name

Address

City/State/Zip

NEW
ADDRESS: