

XR MANIA! TESTING 4 OF THE WORLD'S FASTEST HONDA XR RACERS!

DIRT BIKE

WPS 34355

DIRT BIKE

YZ360 vs. KX500!

YAMAHA'S HOT NEW SCREAMER TAKES ON THE KING OF THE 500s!!

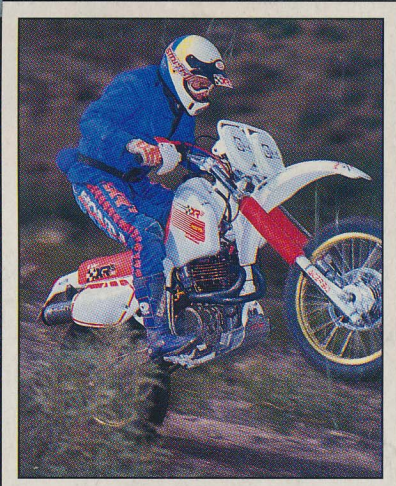


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ZUMA!

YAMAHA'S WILD NEW OFF-ROAD SCOOTER!



EXCLUSIVE FIRST TEST:

XLR!

THE BEST NEW DUAL-SPORT FOR THE DIRT YOU CAN BUY!

NEW YORK WHERE TO RIDE!



WANT A BIKE? HUNKY GETS YOUR PARENTS TO JUST SAY

YES!

VINTAGE PART MART!



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TESTS

24 XR600R MANIA

Riding four two-stroke-beating thumpers

32 HONDA XLR250R BAJA

Finally, a dirt-worthy dual-sport!

40 NOLEEN YZ360 CONVERSION, PART II

Shooting it out against the KX500

52 YAMAHA CW50 ZUMA SCOOTER

Fun for the whole dirt-biking family

COMPETITION

60 QUICKSILVER NATIONAL ENDURO

A three-way tie at the season opener

TECHNICAL

56 KAWASAKI FACTORY SETUPS

More performance from the KXs and KDX

76 BRAKE BLEEDING TRICKS

Getting the air out without hairing out

78 HOT SETUPS

Motor tricks

FEATURES

38 AMATEUR SUPERCROSS EXPOSE

Where are our future champs coming from?

48 GUIDE TO CONVINCING YOUR PARENTS

Hunky's tips on getting a bike

67 VINTAGE MART

Classic classified and setup tips

68 JOHNNY O'MARA INTERVIEW

The O'Show returns from the abyss

80 WHERE TO RIDE IN NEW YORK

Green skylines and *beaucoup* trailtime

DEPARTMENTS

8 FROM THE SADDLE

Ed's back in the saddle

10 BITS & PIECES

Motocross shakeup and other news flashes

16 MR. KNOW-IT-ALL

Back to his mean old self

18 RICK'S PITBOARD

Advice from the multi-time champ

20 CHECKPOINT

Hunky humor

22 RIDERS WRITE

Feedback and trail news

87 NEW PRODUCTS

Ways to make your own statement

88 CRASH & BURN

Riding school was never like this

ON THE COVER:—What better way to shoot the only water-cooled four-stroke sport machine than to capture an exploding water aerial? Steve Casper is in the saddle on the Kawasaki 250 Mojave and Jeff Maas snapped the photo. The Table of Contents photo is of Derek Nye on our Deserttrax 250R. Chris Hultner was behind the lens. Cover design by DeWest and color seps by Valley Film.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear. *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 arrester requirements. We are not responsible for quality of aftermarket accessories we use.

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YAMAHA CW50W
Z U M A

MORE FUN THAN THE BEACH IT'S NAMED AFTER!

A scooter for street & trail

By the Staff of DIRT BIKE



First, the BigWheel, then the DTLC50 and now the Zuma! No one is trying harder to introduce off-road fun to beginners than Yamaha.

Famous beach names like Zuma, Malibu, Atlantic City and Miami make you think of bikinis, sun, surf, summer fun, boardwalks and scooters—pretty much in that order. Yamaha's off-road-capable Zuma scooter was designed to change that. The *Dirt Bike* staff is impressed with the Zuma, but in our opinion it has absolutely no chance of displacing the number-one beach attraction. Its dual-sport versatility and remarkable off-road performance will get dirt bikers thinking about scooters, whether they're at the beach or not. Better still, its non-threatening appearance and hushed sound output will get people trail riding who aren't attracted to conventional dirt bikes. Let's see how the builders of fine yachts, pianos and golf clubs performed this small miracle.

ENOUGH SNAP FOR MICKY DYMOND?

Yamaha has gained plenty of experience in the scooter market with their streetgoing Riva scooters. They've discovered that today's scooter buyer wants the same economy, rider comfort and low maintenance that made scooters popular in the 1940s, but with motorcycle-like handling and traffic-

shredding acceleration. They knew they'd be dealing with an even more demanding rider group with the off-road crowd, so they opted for a small two-stroke engine to achieve a sporting power-to-weight ratio. The Zuma's fan-air-cooled reed valve single is based on the Riva Jog, the hot rod of Yamaha's small street scooters, but is designed for even higher performance. A larger reed block is used along with lower gearing and revised carburetor jetting to give the Zuma hill-climbing torque and quick takeoff response. A centrifugal clutch and shaft drive send nearly six horsepower to the rear wheel.

Fully automatic one-speed transmissions are a blessing to new riders but challenge the creativity of the more skilled. We could hill-climb, slide, jump, wheelie and negotiate serious water crossings with the Zuma once we found the optimum powerband/clutch engagement coordinates. Long steep downhill poses a bit of a problem, as the clutch disengages in off-throttle conditions, preventing the engine from offering any compression braking. Fortunately, the Zuma's brakes are more than a match for its weight in any situation.

WHERE'S THE CLUTCH?

Riding a scooter is a bit different than riding a conventional motorcycle. The phrase "read your owner's manual" gains new importance with the Zuma. The left handlebar lever operates a rear drum brake strong enough to lock the fat 130/90 ten-inch rear tire on dry pavement. Zumas come with Bridgestone or IRC dual sport tires as standard equipment. Ours came with Bridgestones and they worked well off-road and on. The front brake is operated by the usual right lever. You'll think there are a few extra handlebar switches until you realize there are turn signals sticking out of your dirt bike and that you have an electric starter at your disposal. For safety, the starter won't crank unless at least one of the brakes is applied. A kick starter is also provided.

CAN WE RIDE IN THIS FIELD?

Once you get the basics of scootering down (well, probably even before then) you'll want to see what she can do off-road, like we did. In a nutshell, this thing's a riot! We've got the makings of a whole new sport here, new to America, anyway—Europe and Japan have been riding and racing scooters off-road since they were invented. This bike

changes the way you think about riding in the dirt by changing what you need, terrain-wise, to have a good time. A good riding area can be a half-acre or less. Things you normally think of as bumps become jumps. You won't need a mountainside to feel like you're hillclimbing. This is not to say the Zuma can't go places, because it can.

One of the best things about riding off-road with the Zuma is that no one will probably ever know you did. The large tires and mellow power delivery minimize wheelspin and the muffler is so quiet people nearby may only hear the whir of the cooling fan, mistake it for a leaf blower and never give you a second thought. When people do notice you on the Zuma they'll probably have a positive reaction. For some strange reason scooters seem welcome wherever they're taken. People young and old see a scooter and smile. Riding a Zuma boosts neighborhood spirits like walking a cute puppy down the street. This can be a bigger plus than you might think. How many times have you visited friends or relatives, seen an interesting dirt road or trail that looks worth ex-



We did more with the Zuma than the "casual trail riding" its owner's manual recommends and were impressed by its durability. Although double jumps are possible we don't recommend it.



ZUMA

ploring but you get the feeling your motocross bike wouldn't be appropriate there? A Zuma might be. Don't forget to ask permission of landowners or managers and remember the Zuma is also fully street-legal. Like we said, this thing can go places.

CHARGING HARD, ON THE FLOORBOARDS?

All the while you can feel confident that you're riding a real dirt bike because the Zuma is waterproofed well enough to chug through floorboard-deep water (about 12 inches). Beyond this depth the cooling fan begins paddling water over the cylinder and onto the spark plug, with obvious results. It's also got state-of-the-art inverted, offset axle forks and a radical ATK-style, single-shock, linkageless rear suspension! The Zuma does have its limits, though. A 50cc engine won't pull you up the really big hills. Those forks and shock are firmly sprung but have less than three inches of travel each. The engine and swingarm/shaft drive are a single unit and pivot on the frame against the shock. It sounds bizarre but the bike is stable over rough ground at sensible speeds. Top speed on pavement is 41 mph.

DID YAMAHA BLOW IT?

Some may scoff at Yamaha's latest off-road offering because the idea of a dirt bike with a rear-mounted engine and floorboards is too much to handle. Scooter purists might snivel at the Zuma not having a twist-grip gear change mechanism. Trail riding fun-seekers, campers, newcomers to dirt riding and anyone interested in a stylish, versatile vehicle will flock to the Zuma. They know "the what" or "the who" of the bike you ride doesn't add to the fun of riding it as much as the where. When a bike's "where" can include the dirt *and* the street, it's got to be a hit. □

VITAL STATS

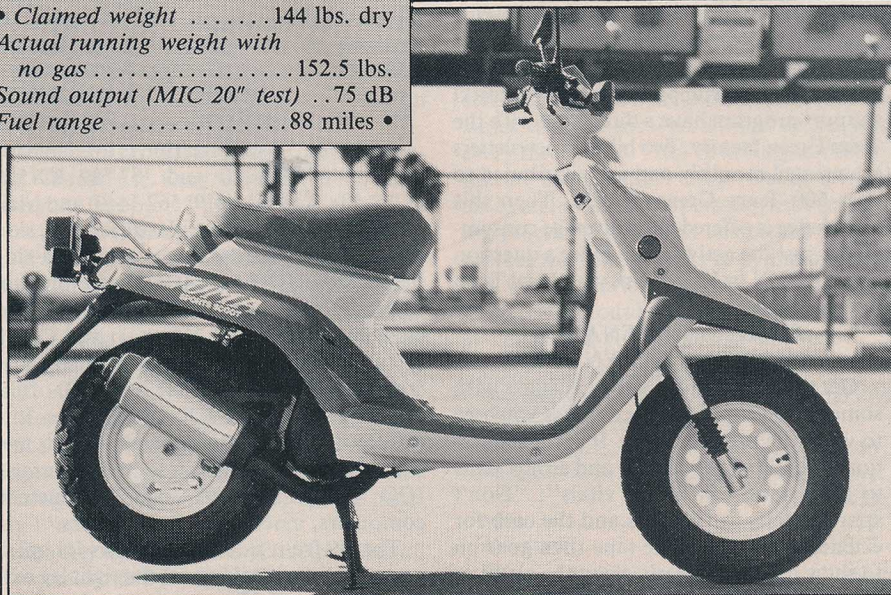
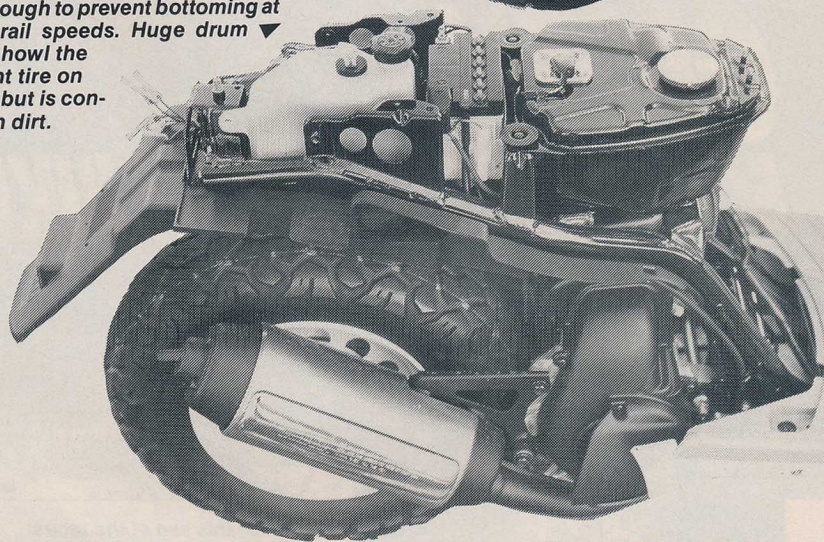
- Claimed weight 144 lbs. dry
- Actual running weight with no gas 152.5 lbs.
- Sound output (MIC 20" test) . . 75 dB
- Fuel range 88 miles •



Rear light group and luggage rack disconnect in minutes, handy for crash-prone beginners or hard-charging trail riders. Turn signals are mounted on flexible rubber stalks and are nearly crashproof, but bulb life can be short in off-road riding. A single gas/oil shock controls the rear end without linkage.

Burly-looking, upside-down, offset-axle Yamaha forks are non-cartridge. Spring rates are firm enough to prevent bottoming at sensible trail speeds. Huge drum brake can howl the meaty front tire on pavement but is controllable in dirt.

Open class MXer-sized frame tubes make for a stout, indestructible chassis on the 50cc CW50W. Fuel and oil injector tanks, battery and electrics are stylishly covered by the engine shroud (removed) and are easily accessed by lifting the hinged, lockable seat. A single nut frees the rear wheel, Indy-style. Tires are tubeless. Muffler heat shield reads, "Yamaha. The way lies ahead. Here are the wheels to make it your own. Yamaha gives you the key." Strange.



1989 YAMAHA CW50W ZUMA

Engine type	Single-cylinder, reed-valve, fan air-cooled two-stroke
Displacement	49cc
Bore and stroke	40mm x 39.2mm
Carburetion	12mm Teikei
Fuel tank capacity	.85 gals (3.2L)
Gearing	Shaft
Wheelbase	46.1 in. (1170mm)
Ground clearance	4.9 in. (125mm)
Seat height	49.3 in. (29.3mm)
Tire size and types:	
Front	120/90x10 Bridgestone Trail Wing 37 Tubeless
Rear	130/90x10 Bridgestone Trail Wing 38 Tubeless
Suspension:	
Front	Yamaha inverted 2.6 in. (65mm) travel
Rear	Yamaha 2.4 in. (60mm) travel
Country of origin	Japan
Suggested retail price	\$1249
Distributor/Manufacturer:	
	Yamaha Motor Corp. 6555 Katella Ave. Cypress, CA 90630