

SCOTT'S SCOOTER SERVICE TT600 MODS

Better living through science

By the Staff of DIRT BIKE

Monster four-strokes. They would be the ultimate all-purpose dirt bike if it weren't for two drawbacks—most are too heavy and softly sprung. Shaving off the poundage is a major undertaking, and a lot of people don't have the funds to build a 240-pound big-bore thumper (a 249-pound ATK costs \$5680). Until Japan or Austria deals with the problem, the masses will have to put up with the extra tonnage.

We don't have to put up with grim suspension, though. Dial in the suspension perfectly, and the big thumpers are hard to beat as all-purpose play/race bikes. Take our '85 Yamaha TT600, for example. It bottomed like an Impala low-rider on big bumps, yet it was harsh over small stuff. Plus, it was a real swapper in big sand whoops. The machine was so grim for high-speed riding that it sat collecting dust for a year because nobody was brave enough to try to go fast on it. We decided to pull the TT out of mothballs, take it to Scott's Scooter Service and see what magic they could perform.

TAKE 100 GIANT STEPS FORWARD

First, Scott questioned us about rider weight and skill, what the suspension was doing and what we wanted it to do. Then he tore into the forks and shock for a serious makeover. When we tried out the reworked units, we were amazed at the transformation. Action over small bumps is plush; it tracks through the whoops like a TOW missile, and only the gnarliest hits make



Setting it up for styling. For serious riding, our TT600 suspension left a lot to be desired. Scott's Scooter Service came to the rescue, and now we can shred with confidence.

it bottom. These guys did their homework well, and the machine is now a blast to get crazy on.

CAGING THE CHANGLING

The most important TT mod was converting the reservoir from a piston-type to a bladder-type. Stock, the mounting clamp distorts the reservoir, and you get confused damping. The bladder eliminates this binding and inconsistent damping.

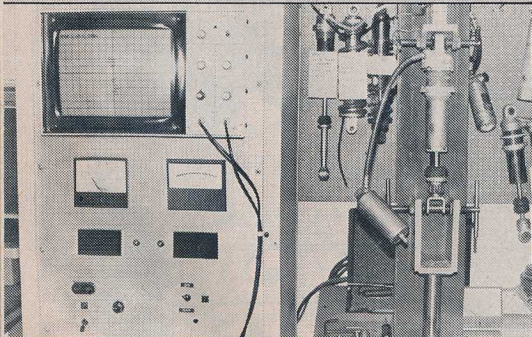
The next mod was the spring. The stock spring is too soft, so Scott went with a

330-pound unit for our TT. Then he performed his number three shock mod, which uses a different piston design to eliminate body blowby and reduce friction and wear. The mod includes revalving to provide truly progressive damping that fits the rider's individual needs, and the shock is tested on Scott's dyno to ensure that it performs exactly as it should. Scott even tests the springs to make sure you get perfectly matched spring and damping rates.

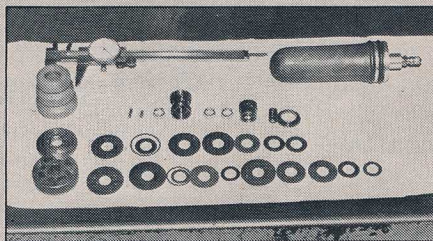
Up front, the TT600 got 23-pound ATK fork springs and the number 33 fork mod, which includes changing the damping rod/stanchion valve clearance for more accurate flow, and relocating the orifices for a more progressive damping system. While Scott had the forks apart, he straightened the fork tubes for less stiction.

These aren't seat-of-the-pants, trial-and-error methods, they're suspension science carried to the level of art. Scott's Scooter Service has many other services available, as well as a quick turnover (so you won't be missing races while your shock is in the shop). Give him a call; he worked wonders on our TT600.

For further info on these mods and the many other services available, contact Scott's Scooter Service, 2625 Honolulu Ave., Montrose, CA 91020; (818)248-6747. □



After getting the rider's weight, riding style and input on what the suspension is doing wrong, Scott puts the shock on the shock dyno. He then charts the shock's damping characteristics, makes the necessary internal modifications and checks the reworked shock on the dyno. You get science for your bucks, not guesswork.



Here are the TT600 internals for Scott's #3 shock mod. An improved piston and shim stack replace the stockers to provide progressive damping and better control. Now the thumper follows small bumps better and doesn't bottom as easily over the big stuff. The bladder (upper right) provides more consistent damping than the reservoir's piston; the mounting clamp distorts the reservoir and causes binding with the stock setup.

SCOTT'S OTHER SCOOTER SERVICES



◀ Scott's has many services available, from shock oil changes to fork tube straightening to radiator repair to porting and head work. Here George rebuilds a shock for Paul Ostbo. Scott's Scooter Service strives to give the best service for the least amount of money and down time.

• Suspension isn't Scott's only gig. He's also into tuning and rebuilding dirt bikes, Jet Skis, mountain bikes and ATVs. He has designed a dyno for Jet Skis, and has also designed mountain bike stands and lighting systems. Scott's Scooter Service is also a mail-order parts and clothing outlet. As Scott's motto goes: If you don't see it, ask for it—we probably have it. •

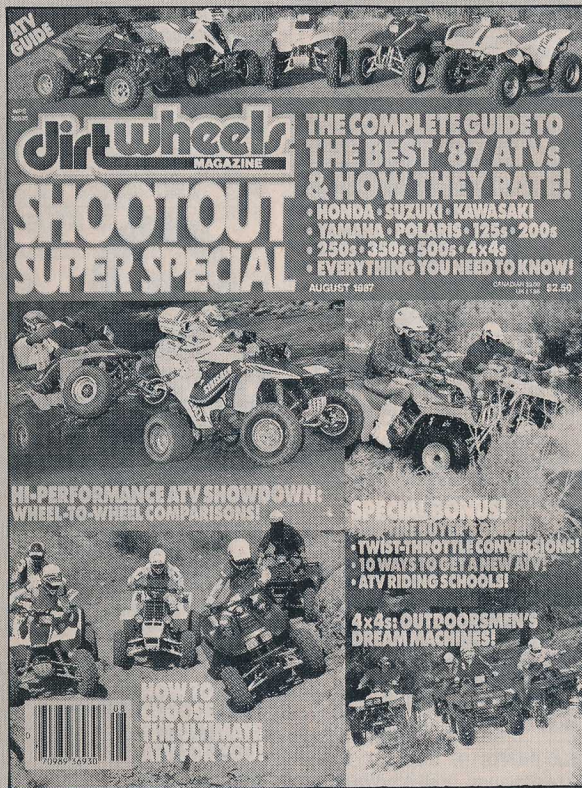
SCOTT'S TT600 SUSPENSION MODS

Number 33 fork mods (seals extra)	\$79.95
ATK fork spring kit (23 lbs.)	49.95
Fork tube straightening (per leg)	6.50
Number 3 shock mod.	129.95
Reservoir conversion (to bladder)	49.95
Single shock spring (330 lbs.)	69.95
Total	392.75

OTHER SERVICES AVAILABLE

Replace fork seals (seals and oil extra)	29.95
Repair lower leg dings	22.50
Install Anti-Cavitators or Showa cartridge kits (seals and oil extra)	39.95
Blueprint forks (seals extra)	49.95
Spring preload spacers	2.95
Number one shock service	39.95
Number two shock revalve	69.95
Steel shock bodies	119.95
Turnaround ('77-'79 YZs and ITs)	45.00
Nitrogen refill	5.00
Flow-volume porting:	
Stage one	50.00
Stage two	90.00
Stage three	120.00
Four-stroke porting:	
Two-valve single	50.00
Four-valve single	90.00
Multiple port heads (each port)	20.00
Head milling:	
Center hole	12.50
Off-center hole	22.50
Boring	25-30
Valve grinding:	
Two-valve single	20.00
Four-valve single	40.00
Tire mounting	10.00-22.50
Wheel lacing and truing	32.50
Rebuild carburetor	15.50
Bore carb to larger I.D.	22.50
Crankshaft rebuilding:	
Single, press and true	25.50
Husqvarna cranks	32.50
Jet Ski cranks	75.00

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