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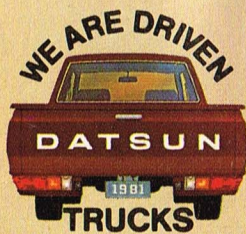
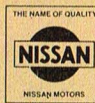
21 29

*EPA estimates for comparison with standard 5-speed. Actual mileage may differ depending on speed, trip length and weather. Highway mileage will probably be less. California estimates: **20** 28.

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WPS 34355

FIRST TEST: 1982 KAWASAKI KX125!

DIRT BIKE

NOVEMBER 1981 • \$1.50 UK80P

SUZUKI RM80: BUDGET BUILD-UP

760 MAICO: MONSTER BIKE

BULLETPROOF CLUTCH TRICKS



HONDA XR200 ENDURO: SHOCKING CHANGES FOR '82?



SUZUKI. PERFORMANCE ABOVE ALL



RM-80

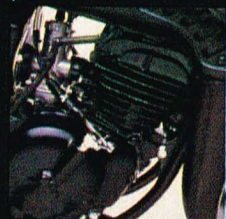
For young riders who want to win, riding the 1982 RM-80 is the way to do it. The reason: It's built like the big RMs.

The RM-80 is all new. Start with improved engine performance. Add a Full Floater suspension, leading-axle air forks, box-type swing arm, straight-pull hubs, and AMA number plates. Subtract a few pounds.

The result is the most competitive 80cc motocrosser in its class.

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Offers smoother, surer maneuvering through the roughest corners and whoops.



NOVEMBER 1981

DIRT BIKE

VOLUME 11, NO. 11



HONDA XR200R



IT TRICKERY



SIDEHACKS



SUZUKI PE250

On the cover: — David Bailey at work on the all-new '82 KX water-cooler. Photo by Rick Sieman.

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PRO MODS FOR THE WHITE KNIGHTS IT TRICKERY

Battle tactics for the 175 and 250

By the Dirt Bike Staff



The '81 IT250 Yamaha White Knight, 100-percent improved, half YZ, is a decent enduro bike . . . a good, strong chassis based on the YZ G-model motocrosser and a decent suspension. All in all, not a bad package for the average enduro rider.

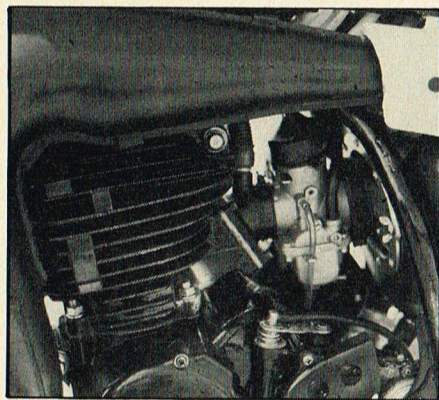
But in a head-to-head battle with the KTM WR250, or the Kawa KDX, or even the brutally strong motor of the PE Suzuki, the mild-mannered IT would get smoked. We're not talking just nipped in a drag race—we're talking *big-time SMOKED*. Even a crisp-running 175 will give the Yamaha fits in a straight-line power run.

So, to help save face for the white plonker, we decided to build an *enduro racer*. Lots more motor, a little more suspension and a couple of crafty innovations to make life with the IT more comfortable.

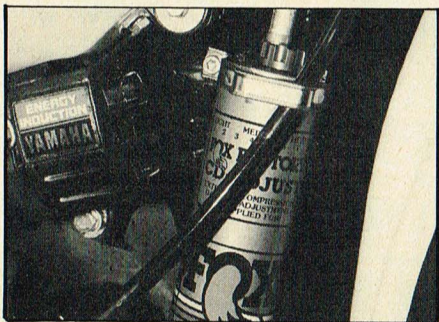
ANSWER PRODUCTS ENGINE KIT

While the folks at Answer concentrate most of their efforts on motocross bikes, they have done a little grinding on the ITs. This occurred mainly because of complaints of the faster "B" riders and *all* "A" skilled enduro racers.

That's when Rick Jones, the master of pulling horsepower from nowhere, came into the picture. He's a former factory Kawasaki and Honda motocross mechanic, with years of knowledge stored in his small but skilled head. Once Rick was through with the



With the Answer-kitted engine and a re-jetted carb, the Yamaha becomes a real enduro weapon.



The Fox Twin-Clicker gives the mono unequalled adjustability. Both compression and rebound damping can be changed with a flick of the wrist.

IT, it went from a mild-mannered toy to a class-winning terror. Here's how he did it.

First Rick welds up the cylinder head, then grinds and reshapes the combustion chamber. This dome

change allows you to jet the IT much leaner with no fear of seizing. The jetting change makes for a crisper-running motor which has no lags or hitches in the throttle response.

The next step is some grinding on the transfer ports to allow for a larger fuel supply. This is a critical function essential for a horsepower increase. Once finished reshaping the ports and the head, you can go from the standard 400 main jet down to a 320 or 330, depending on the elevation. We left all the other jets stock and had the needle in the middle position.

YZ465 REEDS

While the IT is very waterproof, the breathing capabilities of the air box are stifled. It sucks air from under the seat through a small orifice. Rick suggests cutting off the top lip of the air-intake (see photo). With more air, the engine breathes better and is still waterproof.

Next, remove the stock spark arrestor/muffler and place it in a crusher. This overweight, bogus unit is replaced by a lightweight aluminum Answer Products number. While it retains the quiet appeal of the stocker, it weighs about 50-percent less.

This is the main bulk of engine work required. We'll go into how it runs a little later, but first let's talk about gearing and how to help make it shift easier.

The original gearing is a 13-tooth countershaft sprocket and a 50-tooth

rear. With a stock motor, we suggest going to a 12-tooth counter for better response and versatility in tight situations. With the Answer Products engine kit, this isn't necessary. Because of the stronger-pulling motor, the stock gearing is ideal for nearly all situations. We actually went up to a 14-tooth countershaft sprocket for desert enduros. It pulled strong through all the gears and still had enough power for tight, tough areas.

Because of the deviated bends and contortions of the stock shifter, the IT wore out boots and ankles in no time flat. Two items will help immensely: 1.) Kal-Gard 4+ engine oil, and 2.) Malcolm Smith folding shifter. The Kal-Gard helps smooth out the action of the gearbox, and the Malcolm Smith shifter has a much better leverage setup than the stock unit, allowing an easier pull and therefore a softer touch when moving it from gear to gear.

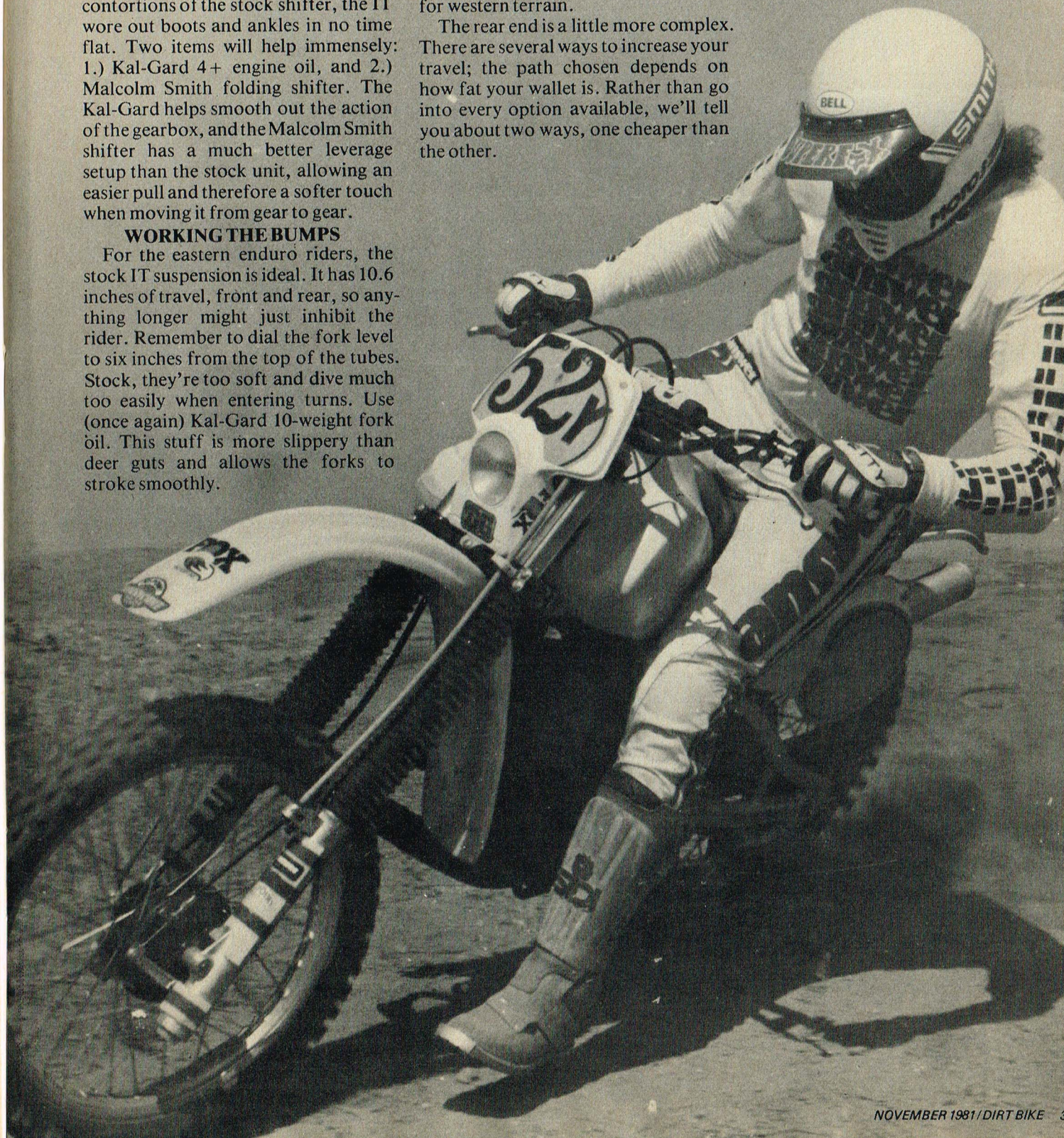
WORKING THE BUMPS

For the eastern enduro riders, the stock IT suspension is ideal. It has 10.6 inches of travel, front and rear, so anything longer might just inhibit the rider. Remember to dial the fork level to six inches from the top of the tubes. Stock, they're too soft and dive much too easily when entering turns. Use (once again) Kal-Gard 10-weight fork oil. This stuff is more slippery than deer guts and allows the forks to stroke smoothly.

Now for the western enduro rider who has many more whoops, bumps and all-around faster terrain to contend with, we suggest something else. Ten-plus inches just don't cut it in the harsh desert territory. When you get a little closer to the one-foot mark, you are much better off. For the forks, the easiest, quickest solution is a Terrykit; simple bolt-on damper rods with complete instructions and a reasonable price. These rods take the front end travel to 12 inches, the proper amount for western terrain.

The rear end is a little more complex. There are several ways to increase your travel; the path chosen depends on how fat your wallet is. Rather than go into every option available, we'll tell you about two ways, one cheaper than the other.

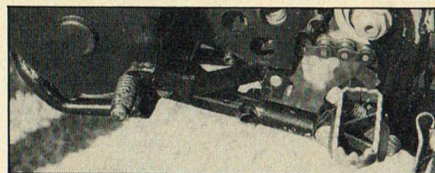
First, there's the save-big-bucks method: Use your stock shock and have it modified. Several companies do monoshock work. We've had the best results with White Brothers and Keystone Shock service. Both are top-notch and offer quick service. Just send a stock shock to them, tell them you want the travel bumped up to 12 inches and wa-la! Once they're through, you'll have the same rea-



IT TRICKERY



An Answer Products spark arrester saves weight while keeping down the decibels. The seat cover adds a nice touch.



The Pro-Clamp Cable Keeper holds the brake cable firmly away from the front tire. Kal-Gard 4-plus with the Malcolm Smith shifter take away the tough shifting tendencies.

stroke as the '80 YZ-G—11.8 inches. The charge is right around \$100, cheap at half the price.

For those with a few extra bucks, there are plenty of aftermarket shocks. On our IT we opted for the Fox Factory Twin Clicker Monoshock. After many hours of testing and actual race usage, we decided the Twin Clicker is the absolute hot ticket. The reason is simple: complete compression and rebound damping adjustability. These allow the rider to dial his rear end to any type of terrain offered, and it can easily be done on the trail. While the stock shock has a rebound

damping adjustment, it has no provision for adjusting the compression part of the shock stroke (for that matter, no accessory shocks have it either). The Fox Twin Clicker has easy-to-reach knobs that can be adjusted in a matter of seconds. Located on the shock reservoir is the compression adjustment. It's a little red knob that's numbered from 1-8 (8 different settings). Fox suggests starting at #3, then work toward #8 (stiffest). We felt the most comfortable with #3 compression damping after much testing. It's amazing how easily you can feel the differences between settings when you're

out practicing. Be sure to take the time to experiment with the Twin Clicker; it's worth the hassle.

Rebound damping is identical to the stock unit. The adjuster is located at the pivot point on the swingarm. The suggested starting point is 18 clicks from the maximum position. We went 6 clicks stiffer here. The results were astounding. This shock works incredibly well, gave us the travel we wanted and is the easiest thing to dial in to our own personal tastes that we have ever come across. Needless to say, we strongly recommend the Fox Twin Clicker, if you can afford it.

LITTLE CHANGES = BIG RESULTS

To get the IT race-ready, we made a few small changes that are sure to better your results. They aren't major, so we'll briefly run down the list.

- Lengthen the clutch-actuating lever 6mm (about 1/4"). This makes the pull nearly 40-percent easier, so using the clutch won't be a strain.
- Install a Hi-Point Hurricane air filter. It's a dual-layer job that's much more efficient than the stock item.
- Get a Pro-Clamp cable holder (see photo). This little gem keeps the



Squeezing more horses out of the IT175 THE EASY WAY OVER THE TOP

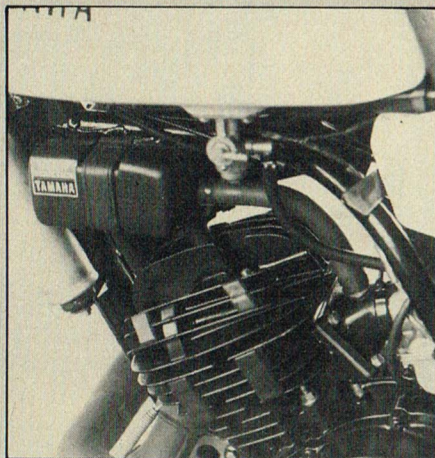
if this was any indication of what the 175 would be like for '82 and got a firm "no comment" in reply. We strongly suspect that many of these mods will find their way into the new production bike.

All the details for the modifications have been published in the Competition Support Wrench Report and

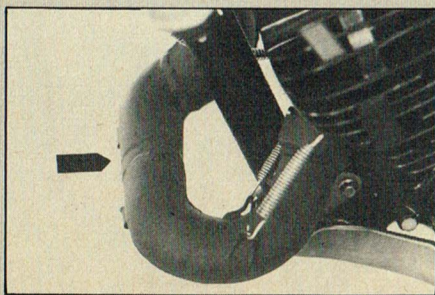
mailed out to most of the Yamaha shops in the U.S. If you feel you want to do these things to your 175 but don't have the mechanical expertise to do all the work with confidence, we suggest checking with your local dealer for assistance. Otherwise, the following is exactly what the Competition Support Department did to turn the 175 into a KDX-eater.

PORTING

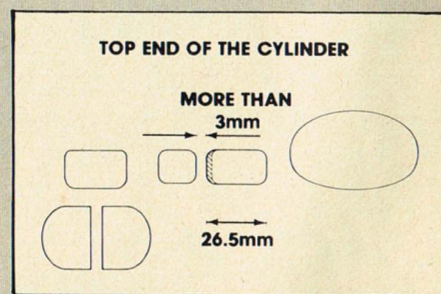
On the modified 175, the main transfer ports have been enlarged to 26.5mm wide. Naturally, the new edges of the ports should match the stock barrel for smoothness and edge chamfer. With a little luck, we were



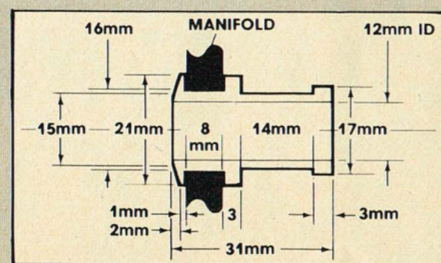
The YEIS canister fits in a natural spot behind the upper pipe mount. Make sure the manifold adapter snugly fits and is glued properly.



Rough-looking spot is where header pipe was lengthened 20mm. The outside spring mount is the one that needs help.



The main transfers are the only ports to be changed. Make sure the bridge is no less than 3mm, as illustrated.



The proper way is to machine an adapter like this out of aluminum, but many improper ways will probably be found.

able to reproduce a diagram here to show what it should look like ATG (After The Grinder). Everything else was left alone, with the exception of the cylinder head, which was milled 0.2mm (or .008 inch—whichever form of measurement you prefer). Obviously, you'll need to see a machine or bike shop to have the head milled. Afterwards, remember to use premium gasoline exclusively. The cheap stuff won't work anymore.

INTAKE SYSTEM

The standard reed and reed cage is used, but a new addition is the YEIS canister from a YZ250H. All the parts are available from Yamaha shops except one: you'll need to machine an aluminum hose flange to mount in a 13mm hole which is cut in the top of the manifold. A machine shop will be able to build one from the supplied diagram; or, the inventive backyard hack should be able to come up with something that'll do the job with a little less flair. Keep in mind two things: 1) The main idea is to connect the YEIS hose to the intake manifold; and 2) if you're going to do this, make damn sure the manifold attachment is sealed against all possible air leaks. Glue the manifold adapter in with rubber cement. If there are any leaks, you will destroy the engine! Period!

CARBURETION

Jetting, of course, will vary according to local conditions, but this is Yamaha's suggestion for departure from the stock settings:

- Main jet 220-230
- Pilot jet 70
- Power jet 85
- Jet needle Fourth groove from the top
- Needle jet P-8 (stock jet)
- Air screw 1 1/2 turns out

(continued on page 69)

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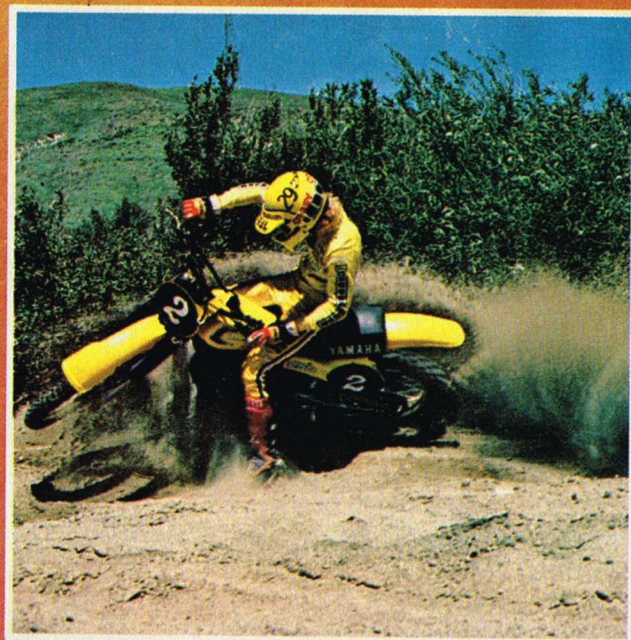
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IT TRICKERY

front brake cable away from the tire and just might save your lips some day.

- For comfort, we opted for the Mike Bell Signature Series Answer Products handlebars. The grips are American Pro products.
- The front fender is decent, but for better mud protection a Hi-Point model was installed.

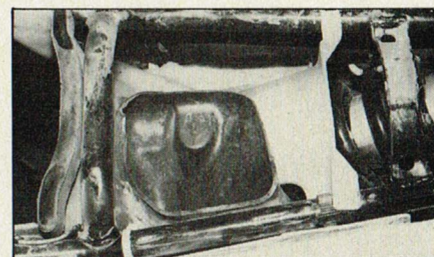
THE FINAL PRODUCT

For a totally zoot test on the Yamaha, we decided to race it in a local desert enduro. What better way to find out how everything worked?

From the very start it was apparent that this IT in no way resembled the one we tested in June. Long gone are the mild manners of the stocker. The Answer-kitted motor pulled outrageously strong from zero all the way to peak revs. About the only comparison we can make is to put it in a class with the KTM. Possibly, the new IT pulled even stronger than the Austrian mount. Wild!!



Extending the clutch arm 3/8 of an inch makes the action much easier.



Cutting the top lip off of the air-intake allows the bike to breathe better.

Now that the motor has gnarly strength, the suspension changes added the final touch of class to the new terror. Intimidating sections were handled with the "who cares" attitude; just grab more throttle. Instead of falling off of obstacles, we blasted, attacked and overcame.

The race test was a total success. To say we were satisfied is quite an understatement; more like jazzed to the max. Our IT is now a viable threat in the enduro wars... look out Burselson!

(continued on page 69)

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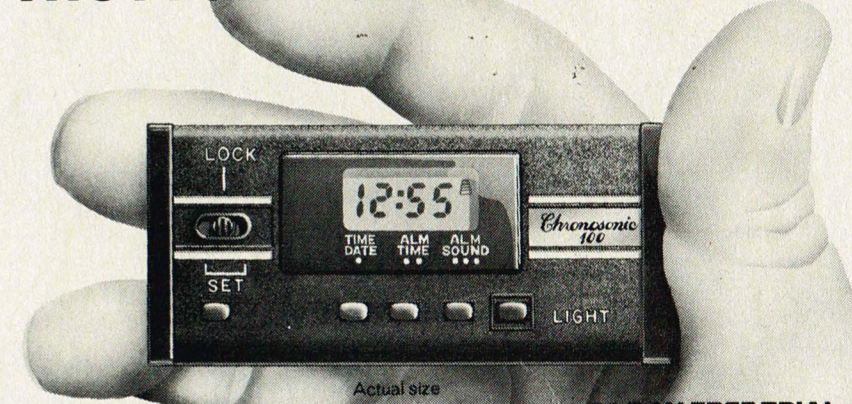
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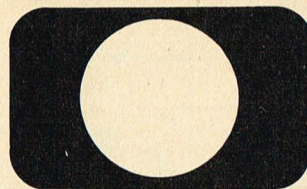
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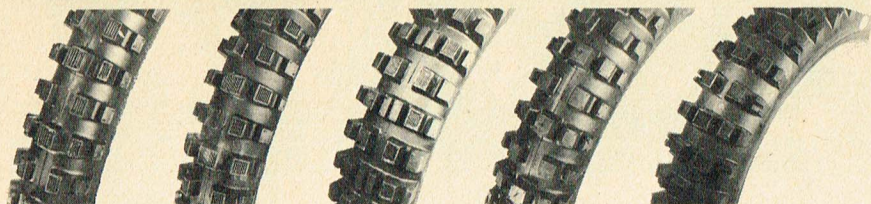
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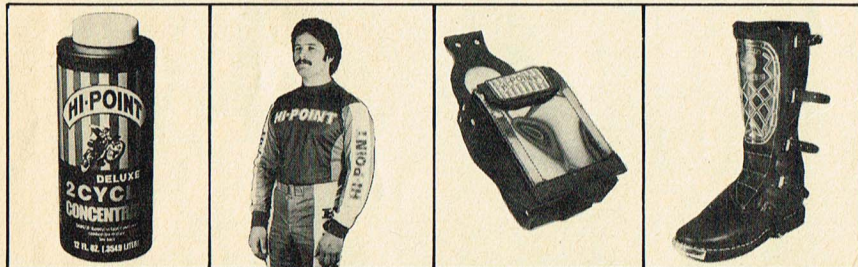
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LAST OVER

(continued from page 6)

the most common headlight bulb made. The light output with this setup is outrageously bright, even at medium-low rpm, and even though I didn't use one, I understand that the bulb will last a lot longer if you hook a voltage regulator in the system. A good one is the Voltpak Light Saver, sold by Action Engineering, 2726 Main Street, Riverside, California 92501.

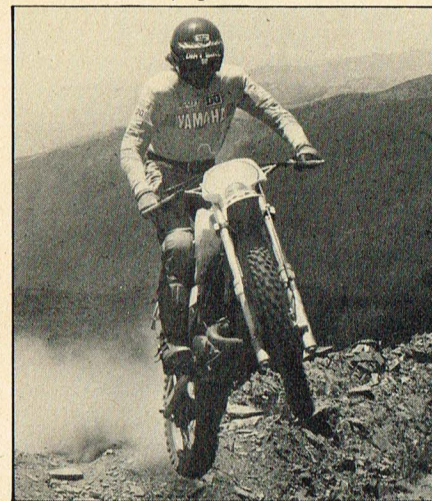
If you can't find a street bike headlight for a reasonable price, or don't like the looks of chrome on the front of a dirt bike, a good alternative is the Cibie Oscar Plus, a well-made, lightweight and powerful quartz halogen light available from practically every off-road dealer worth his salt. Either way, a good 55-watt quartz light will throw more than enough candlepower for nocturnal street riding, and give you a good chance to kick some butt at the next night enduro that comes along.

Not to say that I recommend night enduros as a fun way to spend your time. They are dangerous, frightening, and a pain to prepare for. A person would have to be a complete mental case to enjoy them.

All in all, I had a great time. (Does that make me weird?)

IT TRICKERY

(continued from page 37)



Here's a list of all the people who can help you with your IT mods.

Answer Products—7846 Alabama Ave., Canoga Park, California 91304; (213)340-1083

Engine kit (includes reeds, ... \$155.00 machining and porting)

Spark arrestor \$64.95

Handlebars \$25.95

Kal-Gard—16616 Schoenborn St., Sepulveda, California 91343

4+ Engine oil \$4.95

Smooth-stroke fork oil \$3.30

Malcolm Smith Products—888 Marlborough, Riverside, California 92507.

Shifter \$21.95

Terry—P.O. Box 1321, Hesperia, California 92345. Fork kit

Fork kit \$59.00

White Bros.—11611 Salinas Dr., Garden Grove, California 92643.

Valving, machining and \$110.00 new spring

Keystone—1426 21st St., Beaver Falls, Pennsylvania 15010.

Two-stage compression and ... \$91.00 rebound damping mods

Moto-X Fox—520 McGlinchey Lane, Campbell, California 95008.

Twin-Clicker shock \$335.00

Hi-Point Racing—3709 W. Erie Ave., Lorain, Ohio 44053; 9604 Oates Dr., Sacramento, California 95827.

Hurricane air filter \$9.10

Front fender \$15.25

Pro-Clamp—Moto-Vation Racing, 280 E. Harrison, Corona, California 91720.

Cable holder \$9.95

American Pro—P.O. Box 1355, Brea, California 92621

Grips \$4.95

THE EASY WAY

(continued from page 35)

There is also the possibility of a momentary lean condition arising when riding over extremely rough ground. This situation can be avoided by trimming 1mm off the lower edge of the brass baffle ring between the main jet and main nozzle. The baffle ring is the device that falls off when you remove the main jet.

These carburetor modifications are designed to work with Yamalube R two-stroke oil mixed at 24:1. If you use some other kind of mix, further modification to the suggested jetting may be needed.

GEARING

Yamaha suggests that for the best results the final gearing on the 175 be lowered by using a rear sprocket with two to four more teeth than the stocker.

EXHAUST

On the trick IT, a silencer from a 1979 "F" model IT was modified to fit. There is quite a bit of pipe and stinger altering involved, but a change to a freer-flowing silencer is essential to making the rest of the mods work. It may be more worthwhile to the IT owner to buy an accessory spark arrester/silencer and just bolt it on. The aluminum numbers all flow better than a stock unit and are also lighter.

Two more changes were made to the 175's pipe. The header pipe was cut at the front frame downtube and lengthened 20mm. Also, the upper spring mount in the same area was beefed up to keep the pipe from cracking.

AIR BOX

With all the rest of the modifications, the bike has to breathe in order to work. This means opening up the air box. Remove the air box from the frame and look at the top of it. There is an open area on the left side where the air comes in from under the seat. The right side is formed in nearly the same shape but is not cut open; cut it to match the left side. There is also a plastic duct located over the left side opening—remove it and throw it in the same box as the silencer. You may have to get creative with duct tape when the going gets wet, but in dry weather the IT will breathe a lot easier.

Once all the work is finished, the 175 turns into a completely different bike... plenty of low end and mid-range and the same top-end response of the stocker. Gas up and enjoy it, and go find yourself a route over those hills, for a change!

HONDA Kawasaki YAMAHA Husqvarna



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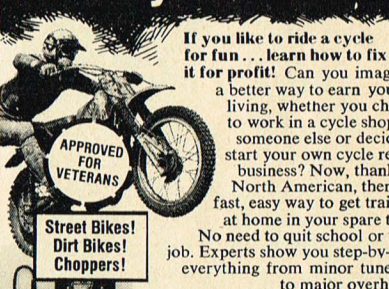
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