

DATSUN 4x4



MOST POWERFUL YET.

BIG TORQUER.

Now you can ride off to the outback—and back—behind the most powerful engine ever in a Datsun pickup: the famous NAPS-Z. And it's in every Datsun truck.

This new 2.2-liter engine delivers more horses and torque than ever before—on less gas than last year.* What "engineuity!"

TOUGH IN THE ROUGH, EASY ON THE ROAD.

To durability that has helped produce the best-selling compact trucks in history, Datsuns add a suspension that's perfect for the way you drive. The tallest minimum ground clearance in the class and 15-inch wheels help you step over boulders, while independent front torsion bars make them feel like boulevards.



Crossflow hemihead and two sparkplugs per cylinder allow the NAPS-Z engine to burn fuel more completely, leaving fewer unburned wastes in the exhaust.

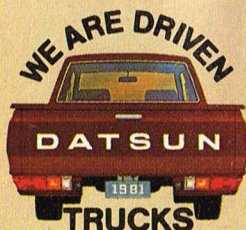
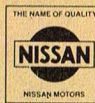
21 29
EST. MPG. EST. HWY.

*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.

DATSUN KING CAB: ROOMIEST COMPACT GOING.

Enjoy the trip in the one-and-only Datsun King Cab, the pickup that's always civilized, even when the terrain isn't. Standard luxuries include steel-belted radials, 5-speed overdrive, tach, trip odometer and a truckload of extras, so you won't run out of comfort when you run out of the reclining buckets.

King Cab, Li'l Hustler, Long Bed... whichever Datsun you choose, off-road it only in designated areas. Respect for our wilderness is another way Datsun keeps truckin' for you.



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?**

ISSN 0664-1546



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.

The 1982 RM-80 is a winner. Go for it!

Power Reed engine:
For 1982, it has improved power throughout the powerband.



Full Floater suspension:
The most effective rear suspension available. Keeps you straight and smooth like no other.



Leading axle air forks:
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.

TESTS

- 16 KAWASAKI KX125 A8
Water-cooled threat
- 40 HONDA XR200 ENDURO
Refining the mid-size thumper
- 58 SUZUKI PE250
Grunt aplenty
- 64 MONTESA 414
Alive and kicking

FEATURES

- 28 760 MAICO
The biggest two-stroke single in the world
- 52 SIDEHACKS
Three-wheeled lunacy
- 56 LEGAL UPDATE
Arizona message

COMPETITION

- 24 FOUR-STROKE CHAMPIONSHIPS
Hansen hauls
- 48 RACE OF THE AMERICAS
Holley dominates in Guatemala

TECHNICAL

- 22 RM80 FIX-UP
Easy tricks for an old '80
- 32 IT YAMAHA TRICKERY
Gettin' ready for battle
- 46 CLUTCH CURES
Save big bucks and squeeze easy

DEPARTMENTS

- 4 FROM THE SADDLE
Mastering the three-day tire change
- 6 LAST OVER
Ohm slaw
- 8 BITS AND PIECES
A little of this and a little of that
- 10 MISTER KNOW-IT-ALL
Dribble from Menlo Park
- 12 RIDERS WRITE
Yes, they do
- 14 NEW PRODUCTS
Spend, spend, spend
- 74 CRASH AND BURN
Diving for dollars

DIRT BIKE Magazine, ISSN 0364-1546 (Nov. '81) 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 © 1981 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.

Right up front, let's admit there is no valid reason for this bike to exist. No one in his (or her) right mind needs a 760cc motorcycle for the dirt. Least of all, a 760, two-stroke single.

Everyone knows they can't work, right? And everyone also knows that the lighter, smaller bikes usually turn the fastest lap times at many tracks. So why does a 760 Maico even exist in the first place?

Consider it a noble experiment, if you will. The Maico engineers are a proud, arrogant lot and they love to do things people say simply cannot be done. For example, just a few years ago they made a single-cylinder 125cc road racer that gave the Yamaha twins absolute fits.

The FIM made a special class for bikes used in ISDT competition having over 750cc in displacement; this class was dominated by the huge BMW twins. In 1978, Maico decided they could do the Beemers one better and the 760 Maico was born. They fielded a team of tall, strong, German riders and proceeded to get gold medals right and left. The bikes were incredibly reliable and reportedly easy to ride.

Still, that was all conjecture, as no one outside of a factory rider had ever slung a leg over one of the beasts. Admittedly, the *DB* staff had a somewhat morbid curiosity and made arrangements to acquire one of the bikes for a test.

**MAICO 760 MEGA
EXPERIMENTAL**

KING KONG'S BIG BROTHER

Now, that's incredible!

By the Staff of Dirt Bike, with special thanks to Maico Germany, Maico East, U.S.A. and extra special thanks to Salvaraj Narayana for setting the 760 up to factory specs.

If you happened to read the Blackwater 100 story in the September '81 issue of *Dirt Bike*, you'll know that Team *DB* actually entered and rode the feared Blackwater astride one of the 760s. As luck—and the elements—would have it, we ran out of gas repeatedly and were lucky to finish the grueling event before winter set in. Lack of preparation and endless peat bogs had us well into an advanced state of wheelspin and tree smashing.

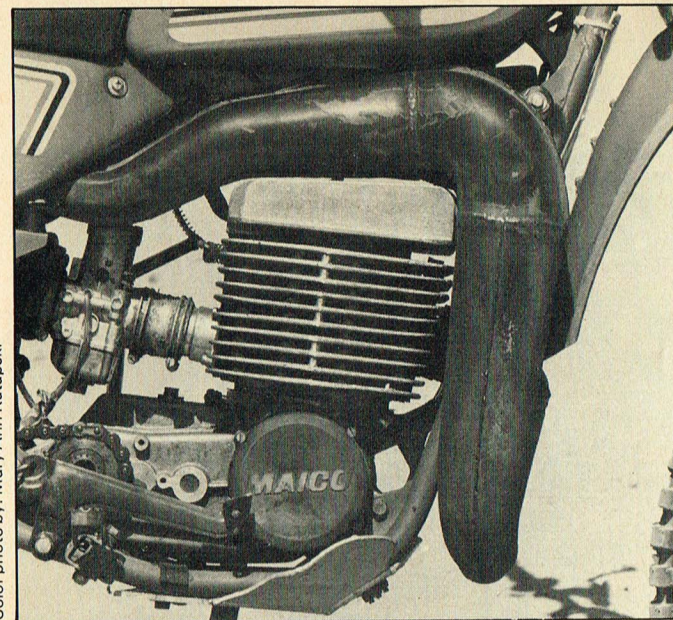
However, we were left with deep and lasting impressions of the 760. Enough so that we had the bike shipped out to us and put it through the more-or-less normal (?) *DB* test sequence.

First off, you must understand that the 760 draws crowds wherever it goes. At Davis, West Virginia, we had a constant stream of folks walking by and studying the big animal. All of them shook their heads in amazement and many of them asked questions. The same questions that we'll attempt to answer in this test, such as it is.

Probably the most commonly asked question was: "Is it fast?"

Yes, but not like any Open bike you might be familiar with. It doesn't explode and lurch off the line, doing wheelstands all over the place. No sir. It merely pulls like the friendliest tractor you ever did see in your whole life.

The bike peaks out at a mere 4000 rpm. In this day and age of Open bikes turning 7000-plus rpm, it's almost



Color photo by: Mary Ann Katapski

Fins are actually 1 1/2 inches wider on each side than the old 501 barrel. Weight difference is about 9 pounds, with all of the weight in the top end.

leisurely. Peak horsepower is rated at a very conservative 43. However, at a mere 1200 rpm, the massive engine puts out 26 horsepower, more than the hottest 125s produce at peak revs. And we're talking rear wheel horsepower, too. None of those namby-pamby readings at the crank.

Now, think for a moment about those numbers and try to translate them into some sort of reality in your head. It means that the rider can loaf down the trail at just above idle and, with a flick of the wrist, have a big bucket of torque at his disposal. No radical rpm needed. Just roll that sucker on a little bit and get a lot of forward motion in return.

To try and give you a good idea of what this feels like, think about the following for a moment. The Blackwater race was held in quite possibly the nastiest conditions imaginable. Deep bogs, tight woods, water crossings of death, etc. Grim. Some of the sections threaded through narrow tree-lined paths, with slippery roots criss-crossing the trails. Here, the 760 could be comfortably left in third gear, with no clutch work required.

We could let the rpms drop off to almost nothing and smoothly roll the throttle on; the bike would respond by pulling strongly, with no snatching or grabbing. Almost like a Husky automatic, but with none of the irritating lag and hesitation.

Long uphill were almost a joke. Just leave the bike in third or fourth and roll the throttle on as needed. No down gearing or clutch slipping needed. This was truly the only dirt bike we've

ever ridden that never ran out of power, no matter how low the engine was forced to lug and grunt. The closest thing to a tractor imaginable.

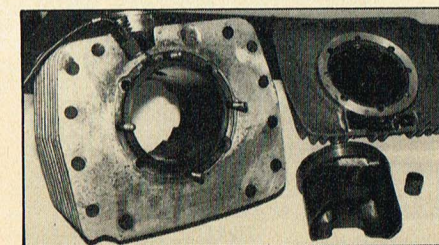
The second most asked question was: "Is it a bear to ride? Must be a real handful, right?"

No. Actually, the bike was incredibly easy to ride. The power delivery was as flat as any stretch of Kansas landscape you can picture. It literally pulled from idle. Now, we know that's a widely overused phrase, one that journalists like to pull out of their editorial hat to "dazzle the spectators." However, in this case, it holds true right down to the gnat's buttocks.

You can chug the 760 right down to the last few wheezes and it'll pull back without a hint of protest. There are no odd surges or sudden bursts of power. Rather, there's a smooth, steady and seemingly endless flow of vibration-



On the right is a 490 Maico piston. The 760 piston on the left dwarfs it.



Even though most of the 760s are in ISDT trim, our test bike was received in a more-or-less normal motocross chassis. Other than the El Gronko barrel, the bike looks sort of normal.

free torque. Combined with the heavy flywheels, there's almost no wheelspin. The meaty Metzeler on the bike simply hooks up and pushes the bike forward with no fuss.

NOSHAKES... NO BREAKS

You might well wonder how they get a single-cylinder engine of this size to run without vibrating itself to death. Simple. The crank is balanced as if the engine would turn the more-or-less normal 7000 rpm. But, with the power peaking at 4000, the engine never even gets into the shaking range. In fact, it puts out less vibration than a mildly tuned 250 play bike.

This leads one to ponder a few things. For example, if the big 760 were allowed to run up there in the high rpm range, what kind of horsepower would it turn? The Maico engineers felt 65 to 70 horsepower at the rear wheel was not out of the ballpark. A small drawback is encountered, though, if the 760 is allowed to breathe fully. It'll shear conventional frame tubes in a rather short time. When the engine is allowed to spin to its max, the vibration level becomes unmanageable. No gearbox will tolerate that load for long, and the conventional Maico primary chain drive becomes grossly overstressed. The stock Maico clutch will turn into a stack of Doritos under 70 ponies. Thus, the deliberate detuning is not only desirable, but necessary.

When one considers that a normal 490 Maico can handle a solid 50 horsepower to the rear wheel for a season, with no hassle, then the rather mild 43 horses on the 760 will seem well within sensible boundaries.



Here's an actual photo of a real-live Dirt Bike editor-type in deep trouble on the 760 Maico at the Blackwater 100.

MAICO 760 MEGA

THINGS PECULIAR TO THE BEAST

With the stock 2.5-gallon moto-cross tank in place, the 760 only managed 15 miles before it was sucking wind through the float bowl. Of course, our race test was conducted under some pretty gruesome circumstances: the Blackwater 100. Here, the deep mud had us spinning the rear wheel a great deal. Under normal conditions, 25 to 28 miles can be squeezed out of the stock gas tank. Six Days riders all used larger tanks but still could not manage 50-miles range. Fortunately, gas areas are plentiful at a Six Days.

Oddly enough, the 760 could not be kickstarted when cold. It had to be warmed up, it could be fired as easily as a well-tuned 250. No amount of choking or priming would let the 760 get lit when cold, though. While the big bike *could* be booted through without using the compression release, it was not the hot ticket. One bite back and the kickstarter could be instantly sheared off. Without using the compression release, a 150-pound man could literally *stand* on the lever and it wouldn't move through its arc.

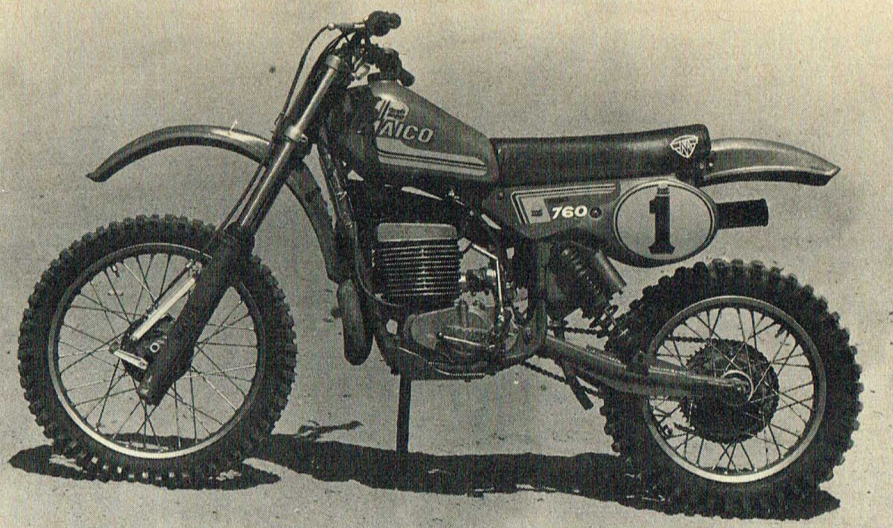
Obviously, lots of gas is wasted as it passes through the combustion chamber. Maybe that's just nature's way of telling us that perhaps a 760 single doesn't make much sense. It was necessary to jet the huge engine on the rich side, just short of blubbering, to get sufficient fuel, and there was still some detonation and pinging under heavy loads. Maico assured us that the detonation would not hurt the engine—that it was just a characteristic quirk of the bike.

TECHNICAL TRIVIA

The 760 runs a normal 490 rod and crank and uses a 250 gearbox to transfer the power. A standard clutch is also used. It held up well for us, with no slippage at all. This speaks highly of the basic Maico drive train.

Our test machine used a standard 1981 mega 2 chassis, with no enduro or ISDT hardware attached. This gave us a bike that weighed just about 10 pounds more than a stock 490. Not bad. After putting in some time on the bike, we started referring to it as "the two-stroke that feels like a four-stroke."

The piston measures a mammoth 107.52mm across and is derived from



MAICO MEGA 760

NAME AND MODEL	Maico mega 760
ENGINE TYPE	Two-stroke, piston port, air-cooled, single
BORE AND STROKE	107.52mm x 83mm
DISPLACEMENT	752.0cc
HORSEPOWER	43.78 at 4000 rpm
CARBURETION	40mm Bing, type V54
RECOMMENDED GASOLINE	Premium 92+ octane
FUEL TANK CAPACITY	9.51 liters (2.5 gallons)
FUEL TANK MATERIAL	Plastic
LUBRICATION	Oil in gas, pre-mix
RECOMMENDED OIL	Bel-Ray MC-3; Bel-Ray MC-1
OIL CAPACITY	N/A
AIR FILTRATION	Oiled foam in still airbox
CLUTCH TYPE	Wet, all metal, multi-plate
TRANSMISSION	Five-speed
GEARBOX RATIOS:	
1	2.98:1
2	2.17:1
3	1.65:1
4	1.25:1
5	1.00:1
GEARING, FRONT/REAR	15/48
IGNITION	Pointless electronic, Bosch external rotor
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	Champion N2 or N84G or NGK B9ES
SILENCER/SPARK ARRESTER/QUALITY	Silencer only, fairly quiet
EXHAUST SYSTEM	High-pipe, right side

a Porsche industrial engine, then highly modified. The piston skirts are deeply cut and the slug itself is rather light for something that big. No doubt the lightness also helps to keep the vibration down. A single dykes ring does all the sealing. Ring end gap and piston clearance are critical on the 760, because expansion must be considered. A careful setup will yield a reliable engine, while one set up a fraction too tightly will wear out rapidly. A loose engine will invariably crack skirts and get terrible mileage and performance. Clearly, the 760 is not for Joe Lunch-box.

CAN I GET ONE?

No. So don't ask your friendly local dealer. In fact, there are only three of the 760s in existence. We were pleased to be able to get our hands on one. This year (1981), there will be no more

FRAME, TYPE	Double downtube, full cradle, chromoly tubing
WHEELBASE	1492-1528mm (58.7-60.0 inches)
GROUND CLEARANCE	345mm (13.58 inches)
SEAT HEIGHT	960mm (37.8 inches)
STEERING HEAD ANGLE (RAKE)	28.5
TRAIL	126mm (4.96 inches)
WEIGHT WITH ONE GALLON GAS	249 pounds (dry—238 pounds)
RIM MATERIAL	Aluminum alloy
TIRE SIZE AND TYPE:	
FRONT	3.00 x 21 Metzeler two-ply nylon
REAR	4.50 x 18 Metzeler two-ply nylon
SUSPENSION, TYPE AND TRAVEL:	
FRONT	Maico telescopes, 42mm tube, 310mm (12.2 inches)
REAR	Swingarm with dual Corte & Cosso shocks, 310mm (12.2 inches)
INTENDED USE	Experimental, Six Days Competition
COUNTRY OF ORIGIN	Germany
RETAIL PRICE, APPROX.	N/A—Only three in existence

DISTRIBUTOR:	Maico, U.S.A.
Note:	This model not available.
PARTS PRICES, HIGH-WEAR ITEMS:	
PISTON ASSEMBLY, COMPLETE	Don't ask
RINGS ONLY	Don't ask
CYLINDER	Don't ask
SHIFT LEVER	\$20.20
BRAKE PEDAL	\$24.80
FRONT SPROCKET	\$13.20

over-750cc classes in the ISDE, so the Maico monsters will be relegated to the factory museum.

The factory has no plans to market any version of the 760. They're candid enough to admit that the 400 or 490 can do anything that the 760 could, with less attendant hassle. In retrospect, the 760 was simply made to prove a point and to garner some Gold Medals in Six Days Competition, to keep Maico in the limelight.

Well, they did all that and a little bit more. They made some history. The largest two-stroke single in the history of motorcycles was not only built, but run, successfully in world competition. They had fun, proved a point and left their mark.

It was an honor and a genuine thrill to take the last ride on that warhorse before it was put out to pasture. □

Hi-Q 5-Day Delivery Guaranteed

PRODUCTS, INC.

Order Toll-Free 1-800-633-7564

M/X CHEST PROTECTOR - TEAM COLORS \$9.99



Unbreakable DOGLEG LEVER ASSEMBLY \$10.99 pr.

High impact yellow plastic. Fits all handlebars. self-lubricating No. 46

M/X BOOT SOCKS \$5.99 pr.

2 pr. \$10.49 Heavy socks that fold over boot. One size fits all.



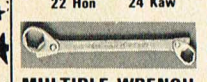
HEX GRIPS \$2.99

Fits all bars. 38 Clear, 39 Yellow, 40 Black



TEAM CAP \$4.99

Heavy twill. In brilliant colors. One size fits all.



MULTIPLE WRENCH \$4.99

Fits 3/8 to 3/16" \$7.99 (9 to 20 mm) No. 131



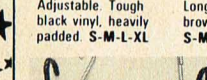
Vented DUCKBILL \$2.99

All helmets. 48 Black, 49 Yellow, 50 White



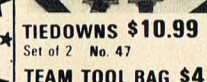
RUGGED VINYL AND LEATHER M/X GLOVES \$9.99

No. 36 \$9.99 Adjustable. Tough black vinyl, heavily padded. S-M-L-XL



HEAVY M/X TEAM SOCKS \$2.99 pair

2 pr. \$5.49 4 pr. \$9.99 31 Yam, 32 Hon, 33 Suz, 34 Kaw



TEAM TOOL BAG \$4.99

Tough simulated leather. Team designs. Inner loop for safe mounting. 5" x 7 1/2"



CROSSBAR PAD - Team Colors 8" \$2.49 12" \$2.99

SPECIFY SIZE C1 Yam C2 Hon C3 Suz C4 Kaw C5 Hod C6 Hus C7 Bul C8 C-A C13 Plain Black



Quick Release THROTTLE SET \$4.99

Fits all bars. No. 25



RACING GOGGLES \$7.99

2 pair \$13.99 3 interchangeable lenses. No. 59



GOGGLES/FACE GUARD COMBINATION \$12.99

Adjustable. One size fits all. Wide elastic strap for comfort with security. No. A1



SUPER VISOR \$4.99

Fits all helmets. V1 Yam V2 Hon V3 Suz V4 Kaw



Guaranteed Unbreakable LEVER ASSEMBLY \$9.99 pr.

Brake and clutch levers mount to any handlebars without removing grips. No. 35



M/X TANK COVER \$9.99

Team Design or Plain Fits snugly to any tank. 26 Yam 27 Hon 28 Suz 29 Kaw 30 Plain Black



CHAIN BRACELET \$3.99

Heavy chrome. Boy's No. 70 Adult No. 80



Guaranteed Unbreakable RACING FENDER \$5.99

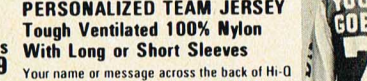
4" wide. Red, White, Black, Silver, Yellow. No. 98



TEAM JERSEY - LONG SLEEVES \$9.99

100% Ventilated Nylon in Brilliant Team Colors

Made by our skilled craftsman. Cycle name on chest and sleeves. Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL



PERSONALIZED TEAM JERSEY \$9.99

Tough Ventilated 100% Nylon With Long or Short Sleeves

Your name or message across the back of Hi-Q made jersey. One or two lines, up to 10 letters per line. Numeral 0 to 99. No COD's. Long and short sleeves. Use special boxes in coupon.

Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL

SHORT SLEEVE \$11.99 LONG SLEEVE \$13.99

S1P Yam S4P Kaw S7P Bul S2P Hon S5P Hod S8P C-A L1P Yam L4P Kaw L7P Bul L2P Hon L5P Hod L8P C-A L3P Suz L6P Hus



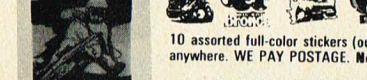
TEAM JERSEY - SHORT SLEEVES \$7.99

Our own great ventilated nylon short sleeve jersey with cycle design on chest. Team colors. Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL



11-PIECE TOOL KIT \$9.99

Every rider needs one. No. W1



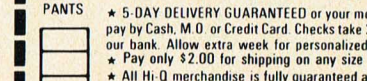
KIDNEY BELT \$9.99

Sizes S-M-L-XL No. 6



SPoke WRENCH \$3.99

Fits 8, 9, 10 and 11 mm. No. 110



MOUTH GUARD \$4.99

No. 115

