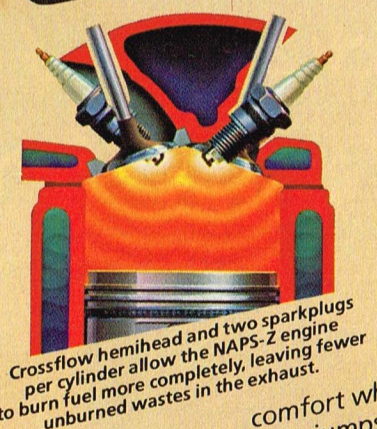


DATSUN 4x4



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 "ingenuity!"



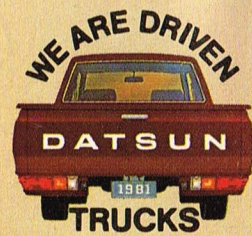
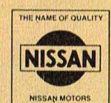
Crossflow hemihead and two sparkplugs per cylinder allow the NAPS-Z engine to burn fuel more completely, leaving fewer unburned wastes in the exhaust.

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.

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.**

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 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?



SUZUKI. PERFORMANCE ABOVE ALL



RM-80

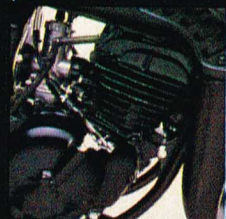
For young riders who want to win, riding the 1982 RM-80 is the way to do it. The reason: It's built like the big RMs.

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.



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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GRUNT APLENTY, BUT WHAT HAPPENED TO THE LEGS?

SUZUKI PE250X

As time Floats on...

By the Staff of Dirt Bike

Enduro bikes are usually the last in line for major changes. When a manufacturer decides to opt for improvements, they go with the motocross line first. Our case this month concerns Suzuki. With their introduction of the Floaters, all of the standard double-shock bikes in their dirt bike lineup are just filling up space. The 1981 PE250 is unchanged, except for some small items, over the 1980 model. We considered the '80 PE an excellent bike, but how does it stack up against the competition today?

MOVING PARTS

The RM-based frame and suspension geometry is basically right. A large, box-section aluminum swing-arm is housed with KYB shocks that look antiquated. Travel is just over 10 inches. The forks have 9.8 inches of movement and are the same 36mm units found on last year's bike. That's right... 36mm. Small, you say? Considering that most 125s around have 38s, the PE falls miserably short of even the top enduro bikes' front legs, let alone motocross equipment.

While the rear wheel remains unchanged, it must be considered the nicest quick-release item to date. When the wheel is removed, the sprocket and brake hub remain attached to the bike. A blind geek can have the wheel off and back on again in just a couple of minutes.

The front wheel is a full-width hub that Suzuki has used for the last few years on the RM bikes. It's definitely one of the most waterproof setups going and offers good braking under any condition.

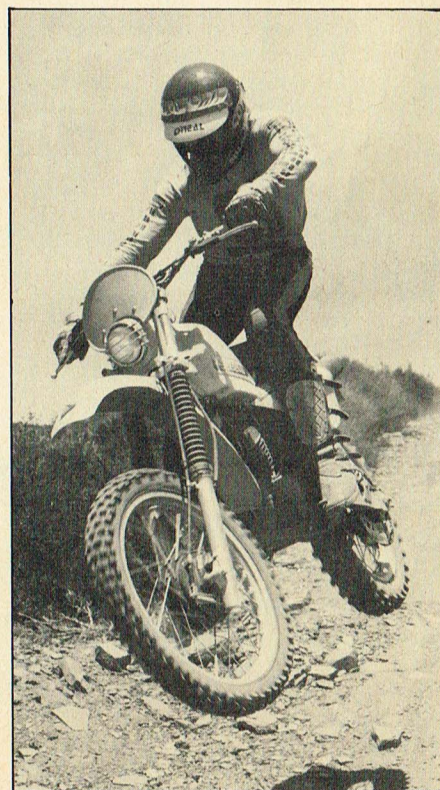
While the PE motor remains unchanged, the 246cc, six-speed mill is one of the best enduro engines around. It's carbureted by a 36mm Mikuni through Suzuki power reeds. The PE ran clean throughout the range, and the only hint of hesitation was at very slow speeds—probably caused by an overly tall first gear. By dropping the countershaft sprocket to a 12-tooth unit, the problem should be eliminated.

RIDING: KILLER MOTOR, NOTICEABLE FLEX

Right off the bat, you can feel the tremendous power of the PE. It will pull from zero revs (with the smaller countershaft sprocket) and just about rips any obstacle from its path. Once into the midrange you get into the meat of the Suzuki motor. It's monstrous. When a rider would make a mistake on a particularly gnarly hill,



Both the front and rear suspensions aren't up to par with the competition's. The forks are skimpy 36mm models and the shocks are antiquated compared to the deluxe Ohlins and Fox shocks.



The PE has one of the best engines for enduro use. It has plenty of power for all situations.



These three wisemen have a special gift for you

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DIRT BIKE
MAGAZINE

Don't give anything less, and who could ask for anything myrrh.

SUZUKI PE250X

one quick downshift allowed the PE to pull out of seemingly impossible situations.

While it pulled strongly into the top part of rpm range, the bike stopped short of the peak revs we thought it should achieve. However, with strong low-range and midrange pulling ability, combined with a perfectly spaced gearbox, the PE had the motor and gearing for almost all situations. Since the trans doesn't have any of those all-too-common gaps found in most enduro bikes, Suzuki has just about pegged the needs of most riders.

This will probably be the last year to see the conventional two-shock setup on the PEs. Since the introduction of the Floaters, the old setup has become

...old. Still, several other top bikes have the conventional shock system; Husky, KTM and Maico. The rear shock geometry is similar on all of them—right in the ballpark. But the difference is in the damping units housed on the bikes. Husky uses quality Ohlins shocks; KTM, Fox Factory shocks. Suzuki uses gas-charged, outdated KYB units. Considering the competition, the KYBs aren't in the same league.

With a good set of replacement shocks on, the PE handles bumps very well. Most of the factory guys are using piggyback Ohlins with much success.

With the forks, there's a bigger problem. The PE isn't up to the challenge at hand. The amount of travel is decent, just under ten inches, but the

tubes measure out at a grisly 36mm. Every top enduro mount has at least 38mm forks, some bigger. To add to the confusion, the Suzuki is no lightweight. At 253 pounds, the PE will contort and disfigure the smallish legs under severe conditions and leave the rider wincing and gun-shy when another tough section appears.

While the size of the forks warrants a complaint, the action does not. A trail section riddled with ripply bumps and rocks proved that the damping quality of the forks was correct. The forks keep the tire on the ground and won't have your hands aching in despair.

Handling the normal, dry, tractionless terrain proved something; the PE likes to turn. Not as precisely as a KTM, but it's in the hunt. Even with the inadequate suspension, rough sections, slippery off-cambers and hard-packed turns were tamed surprisingly well. It makes you wonder how a Floater PE would handle.

BITS AND PIECES

For a machine that really doesn't have a lot of travel, the PE sits up in the clouds. Almost 38 inches to the top of the seat. Except for the giants on the staff, most sat in the saddle with their feet dangling.

Instead of the skid plate found on last year's bike, the PE is now fitted with bash bars. They're similar to Yamaha's and do the job.

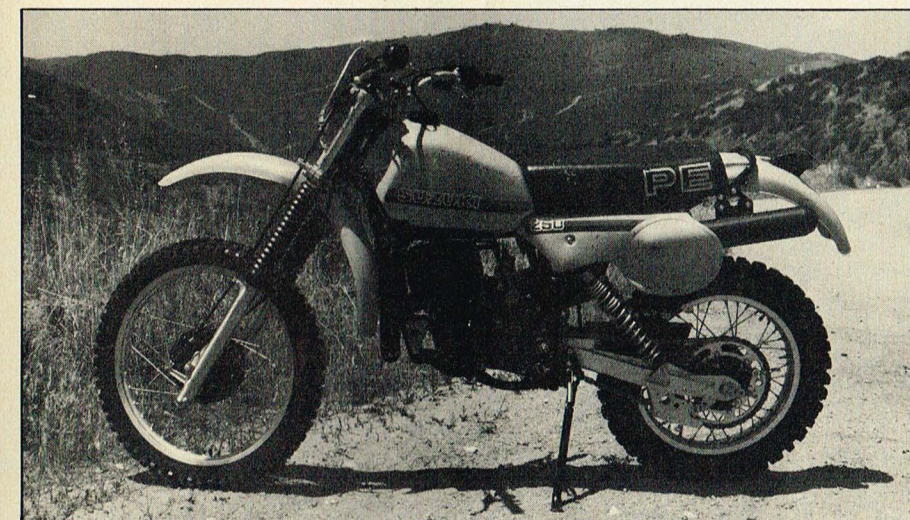
Up front, the quick-detach headlight protects the best odometer offered. This little Suzuki unit is light, durable and should come stock on every enduro bike made.

An in-line throttle is stock, though it comes with a grip that is nearly impossible to replace. The levers are stone-age models that came on the first TMs. Similar bogus units are found on the shifter and rear brake pedal... non-folders, and a cause for eventual grief.

The chain and chain guide are quality-looking pieces, performing as well as they look. While the silencer is very quiet, it's so heavy that it eventually broke the back off the expansion chamber. Be sure and check the spokes often in the first few rides, as they loosen considerably.

AND IN THE END...

Even with the obvious shortcomings of the PE's suspension, we still liked the bike. With such a fine motor and motocross-based frame geometry, the PE was fun to ride. If it was only fitted with the Floater suspension... then the PE would be a *real* killer. □



SUZUKI PE250X

| | |
|---------------------------------|--------------------------------|
| NAME AND MODEL | Suzuki PE250X |
| ENGINE TYPE | Reed-valve, two-stroke, single |
| BORE AND STROKE | 67mm x 70mm |
| DISPLACEMENT | 246cc |
| CARBURETION | 36mm Mikuni |
| FACTORY RECOMMENDED JETTING: | |
| MAIN JET | 260 |
| NEEDLE JET | Q-0 |
| JET NEEDLE | 6DH20-2 |
| PILOT JET | 37.5 |
| SLIDE NUMBER | 2.5 |
| RECOMMENDED GASOLINE | Premium |
| FUEL TANK CAPACITY | 10.6 liter (2.8 gallons) |
| FUEL TANK MATERIAL | Plastic |
| LUBRICATION | Pre-mix |
| RECOMMENDED OIL | Suzuki CCI |
| OIL CAPACITY, TRANS. | 800 ml |
| AIR FILTRATION | Oiled foam |
| CLUTCH TYPE | Wet, multi-plate |
| TRANSMISSION | Six-speed |
| GEARBOX RATIOS: | |
| 1 | 2.384:1 |
| 2 | 1.750:1 |
| 3 | 1.352:1 |
| 4 | 1.095:1 |
| 5 | 0.904:1 |
| 6 | 0.760:1 |
| GEARING, FRONT/REAR | 13/52 |
| IGNITION | Suzuki PEI |
| PRIMARY KICK SYSTEM? | Yes |
| RECOMMENDED SPARK PLUG | NGK B10EGV |
| SILENCER/SPARK ARRESTOR/QUALITY | Yes/yes/very good |
| EXHAUST SYSTEM | Up-pipe, right side |
| FRAME, TYPE | Single downtube, cradle |
| WHEELBASE | 1445mm (56.9 inches) |

| | |
|--|---|
| GROUND CLEARANCE | 320mm (12.6 inches) |
| SEAT HEIGHT | 37.8 inches |
| STEERING HEAD ANGLE (RAKE) | 29.5 degrees |
| TRAIL | 125mm (4.92 inches) |
| WEIGHT WITH ONE GALLON GAS | 253 pounds |
| RIM MATERIAL | Aluminum alloy |
| TIRE SIZE AND TYPE: | |
| FRONT | 3.00x21 Bridgestone |
| REAR | 5.10x18 Bridgestone |
| SUSPENSION, TYPE AND TRAVEL: | |
| FRONT | Air/oil forks, 250mm (9.8 inches) |
| REAR | Gas/oil shocks, 257mm (10.1 inches) |
| INTENDED USE | Off-road, enduro |
| COUNTRY OF ORIGIN | Japan |
| RETAIL PRICE, APPROX. | \$1899 |
| DISTRIBUTOR: | U.S. Suzuki Motor Corp. 3251 E. Imperial Highway Brea, California 92621 |
| PARTS PRICES, HIGH-WEAR ITEMS: | |
| PISTON ASSEMBLY | \$15.34 |
| RINGS ONLY | 7.80 |
| CYLINDER | 79.47 |
| SHIFT LEVER | 7.50 |
| BRAKE PEDAL | 8.36 |
| FRONT SPROCKET | 5.85 |
| OVERALL RATING, 0 TO 100, VARIOUS CATEGORIES, KEEPING INTENDED USE OF MACHINE IN MIND: | |
| HANDLING | 91 |
| SUSPENSION | 88 |
| POWER | 96 |
| COST | 90 |
| ATTENTION TO DETAIL | 88 |
| EFFECTIVENESS, STONE STOCK | 92 |