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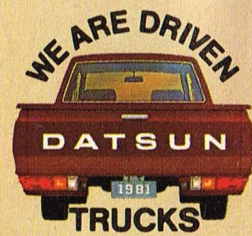
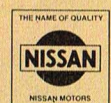
Crossflow hemihead and two sparkplugs per cylinder allow the NAPS-Z engine to burn fuel more completely, leaving fewer unburned wastes in the exhaust.

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
EST. MPG. EST. HWY.
Highway mileage will probably be less.
California estimates: **20** 28.

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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

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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

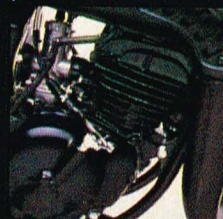
For young riders who want to win, riding the 1982 RM-80 is the way to do it. The reason: It's built like the big RMs.

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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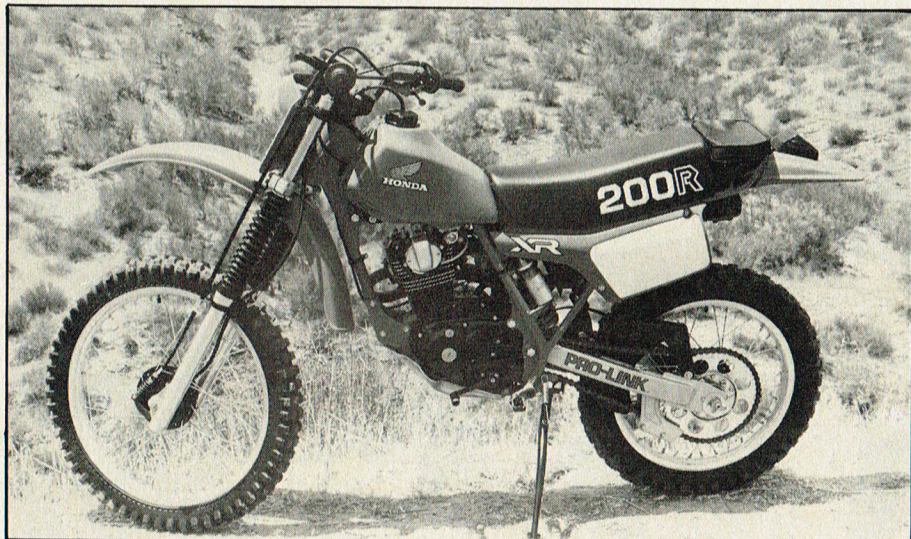
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'82 HONDA XR200R **DIALING IT IN**

By the Staff of Dirt Bike



Suspension change is the big news on this year's 200, although the only outward indication is a non-finned shock reservoir.

Not necessarily new, but much improved

The big news from Honda this year is a promise for a brand-new line of CRs. What with all the rumors flying around, we can't wait to get our greasy paws on the new bikes, but unfortunately, they won't be available for some time yet. The XRs, however, are out and ready, although we can't say they're entirely new bikes. But they are not the same old things, as a host of minor detail improvements have combined to make the new XRs just a little better than last year's effort.

SUSPENSION CHANGES

One of the first things noticed when scrutinizing the new XR200 is an unfinned shock reservoir. This is the only outward indication that something different is happening inside. Internally, the damping system of the shock has been changed from a sliding-valve oil control to a disc system, much like the stacked shim damping controls used on quality aftermarket shocks. The sliding valve of the old shocks was found, by the Honda engineers, to create its own amount of heat. This prompted Honda to make the change and simplify things.

A different type of oil is now being used in the shock, and rebound damping force has been lightened overall. The effect of this change is noticed in the four-position adjuster: the number two damping position is now equivalent to what number one was last year. Oddly enough, this numerical change in rebound damping doesn't equal a like change in rebound effect. On last year's bike we were most happy with rebound set on number three; with the '82 machine, we've yet had reason to go past number two. When experimenting with the adjustment, we discovered one much needed improvement on the adjuster: there are now very visible white numerals on the adjusting wheel, making it a simple chore to change the setting and still be able to tell what position the adjuster is in at a glance.

The fact that the reservoir has no fins on it does more than make the



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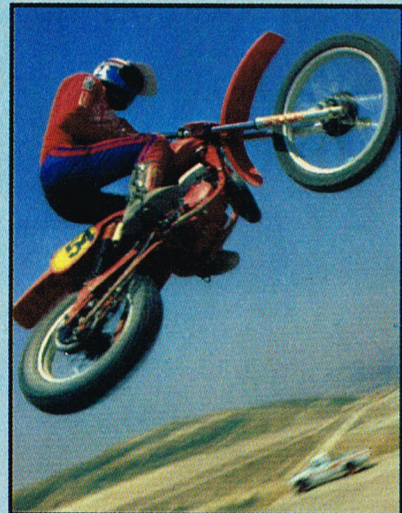
2. "Magic" Mark Barnett—Dennis Cox photo.



3. Dick Burlison on the rocks—Tom Webb photo.



4. Sandblasting on the ATC250—Paul Clipper photo.



5. Soaring Clark "Kent" Jones—Dennis Cox photo.



6. Marty Moates and Chuck Sun—Miller photo.



7. Johnny O'Mara on the 125 Mugen—Dennis Cox photo.



8. Bob Hannah at Unadilla GP—Dick Miller photo.

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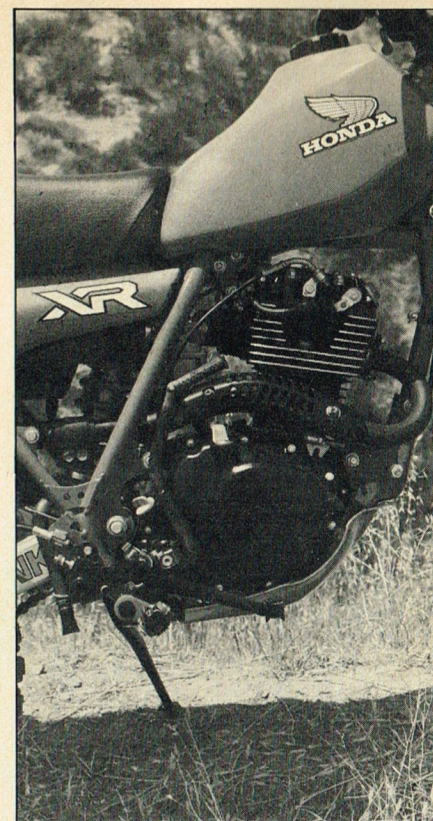
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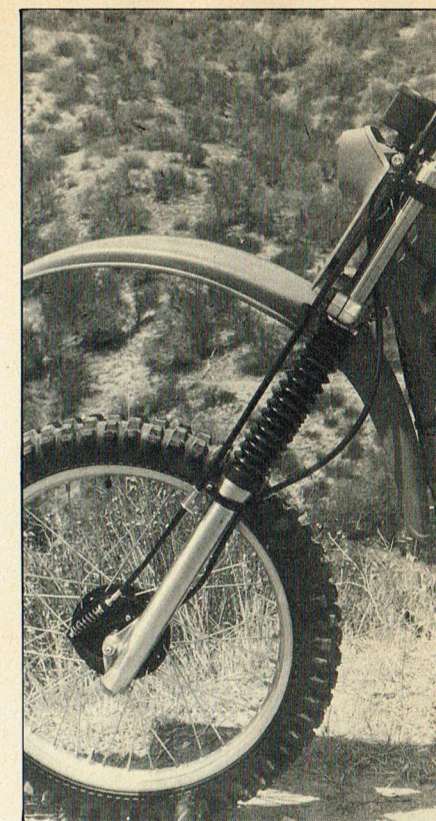
'82 HONDA XR200R



Smart aleck editor points to one of the major changes for '82.



Engine has not been changed for '82. Brake pedal sits very low in the frame, cannot be adjusted high enough to clear some rocks.



The XR's forks have been lightened and reworked internally for better damping response. Brakes are small, but effective.

bike look more "factory." Unnecessary fins mean excess weight, and this year's shock is a few ounces lighter as a result.

The forks have had similar changes to damping and spring rate. In a nutshell, the damping force has been decreased slightly, while spring rate has been increased. This move was made to soften the ride, while still leaving the bike comfortable for the heavier or more aggressive rider. The fork caps are still fitted with air valves, although Honda recommends zero air pressure inside. Individual riders may feel the need for a few pounds of air; we were happiest at zero.

Fork tubes are still 35mm, outside diameter, although the inside diameter has been increased to lessen weight. A new heat-treating process has been used to increase the strength of the tubes, and, indeed, in actual riding conditions, the new forks don't seem to flex any worse than last year's bike.

RIDING IMPRESSION

The engine hasn't been changed a bit over last year's effort, so without more than a casual glance, we fired it up and hopped on. Just sitting on the XR, waiting for it to warm up, one gets the impression of a very small bike—and it is small compared to most bikes anymore. The 35-inch seat height

allows most medium-sized riders to rest both feet flat on the ground. The short wheelbase gives the impression of never being very far from the front or rear wheel. With just these two facts, you know the XR is going to be a quick turner and no trouble at all if you have to plant a foot on an uncooperative hillside.

Honda four-stroke engines are well known for their cold-bloodedness; the new XR is no exception. It's a good idea to give the red thumper at least two or three minutes to come up to temperature before motoring off. With last year's bike, we marveled at the noisiness of the exhaust while we waited for heat; this year, we installed the accessory baffle tube that Honda supplies with the bike, and waited in relative comfort. The baffle easily cuts the noise factor in half, bringing the new XR down to the level of quiet enjoyed by owners of the original model. Said baffle probably cuts down on peak horsepower somewhat, but it sure does feel good to the old ears.

Once everything's toasty, first gear is engaged and the clutch is eased out. There's something about Hondas that makes easing the clutch out almost impossible. Clutch action is very abrupt. Let the clutch lever out nearly to the end of its throw and nothing seems to

happen; then, with the last few millimeters to go, the clutch plates slap together and the XR leaps out of the hole. Nothing subtle about this clutch, no sir. It's even possible to get used to it after a while, but the lack of clutch slippage can be a hassle when struggling out of a tight canyon, or inching your way through wall-to-wall saplings.

Once the XR is moving along in the upper gears, it becomes very easy to forget about the short wheelbase. We noticed the same trait last year... the rear suspension works so good that it's actually difficult to get out of shape on the Pro-Link Honda. The stock rear spring was just a trifle too soft for the staff lardbutts, but even with the back end bottoming regularly in the whoops, the XR still felt stable. If we do any enduro riding on the bike, we'll probably switch to the stiffer Honda accessory spring, curing the problem once and for all.

Our forks felt really stiff and unyielding at first, which was quite confusing when we were told to expect a more plush ride this year. After a dozen miles of pounding, we decided to investigate further, and tried the old finger-nail-on-the-air-valve trick—otherwise known as the digital method of checking air pressure. Wonder of wonders, the forks were full of dirt. We

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'82 HONDA XR200R

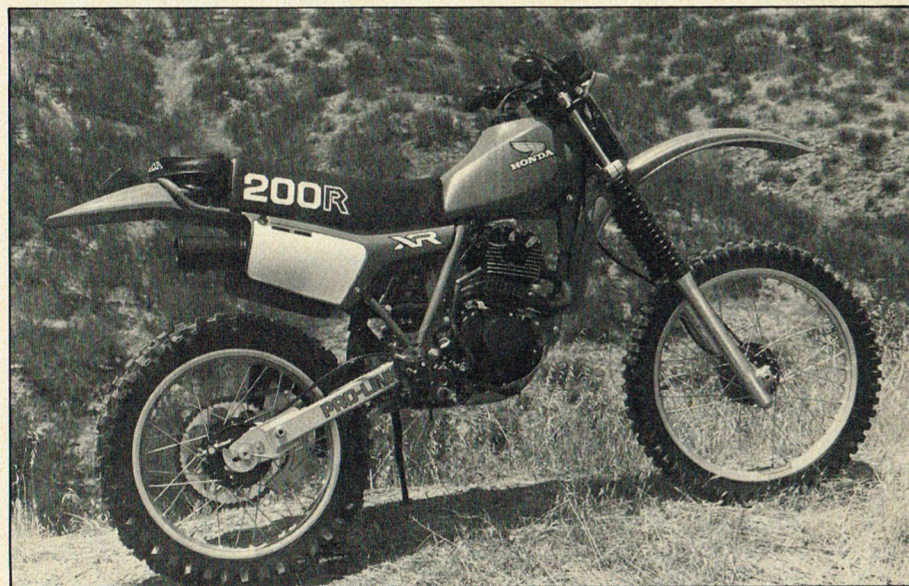
would guess about ten pounds—by the feel of it—straight from the set-up department. We let all the air out and suddenly the forks were a thousand times better. If you must run air in these forks, we suggest a maximum of about three to four pounds. Ten pounds won't make it at all.

With the pressure reduced, the ride was much better, but the Showa forks still aren't as plush as a set of well-set-up Kayabas. They still feel fine over most types of terrain, but in nasty rocks and ruts, they'll let a few spikes through to your arms now and then.

Overall handling has been improved

over last year's bike, mostly as a result of the better suspension, but also because of this year's tire choice. These are a new-design IRC Vulcanduro six-ply. They were excellent over our normal-dry, baked-out landscape. The back end grabs plenty of traction on hillsides and high-speed sections, and the front doesn't seem to want to wash out at all.

The engine still has the same easy-to-ride qualities that have made the 200 so popular. There's plenty of torque at crawling speeds, and it'll rev right out to valve float without a whimper, delivering useable power all the way up. There's not a whole lot of power at high revs (the best technique is to short shift and use all the four-



HONDA XR200R

NAME AND MODEL	Honda XR200R
ENGINE TYPE	OHC four-stroke, single
BORE AND STROKE	65.5mm x 57.8mm
DISPLACEMENT	195cc
HORSEPOWER (CLAIMED)	N/A
CARBURETION	26mm Keihin
FACTORY RECOMMENDED JETTING:	
MAIN JET	138
NEEDLE JET	N/A
JET NEEDLE	N/A
PILOT JET	N/A
SLIDE NUMBER	N/A
RECOMMENDED GASOLINE	Premium
FUEL TANK CAPACITY	2.1 gallons
FUEL TANK MATERIAL	Plastic
LUBRICATION	Wet sump
RECOMMENDED OIL	10W40 motor oil
OIL CAPACITY	1.2 quart
AIR FILTRATION	Oiled foam
CLUTCH TYPE	Wet, multi-plate
TRANSMISSION	Six-speed
GEARBOX RATIOS:	
1	2.769:1
2	1.941:1
3	1.450:1
4	1.130:1
5	0.923:1
6	0.785:1
GEARING, FRONT/REAR	13/50
IGNITION	CDI
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	NGK DR8ES-L
SILENCER/SPARK ARRESTER/QUALITY	Yes/yes/quiet with baffle
EXHAUST SYSTEM	Up-pipe, right side
FRAME, TYPE	Diamond
WHEELBASE	1355mm (53.3 inches)

GROUND CLEARANCE	340mm (13.4 inches)
SEAT HEIGHT	890mm (35.0 inches)
STEERING HEAD ANGLE (RAKE)	28.5 degrees
TRAIL	125mm (4.9 inches)
WEIGHT WITH ONE GALLON GAS	230 pounds
RIM MATERIAL	Aluminum alloy
TIRE SIZE AND TYPE:	
FRONT	3.00 x 21 IRC
REAR	4.10 x 18 IRC
SUSPENSION, TYPE AND TRAVEL:	
FRONT	35mm Showa forks, 9.8 inches
REAR	Pro-Link, 9.7 inches
INTENDED USE	Off-road, enduro
COUNTRY OF ORIGIN	Japan
RETAIL PRICE, APPROX.	\$1548

DISTRIBUTOR:	American Honda Motor Co. 100 West Alondra Blvd. Gardena, California 90247
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EFFECTIVENESS, STONE STOCK	97

stroke torque), but there's enough there to keep you out of trouble. And the engine seems to remain reliable in the process. We've heard plenty of stories about clutch and gearbox problems with the XR500, but never a bad tale about the 200. No news is good news, right?

BITS AND PIECES

Both the chain tensioner and guide are now sliders rather than rollers. This is good. Last year's rollers had a habit of wearing out and falling off, usually at the wrong time. The sliders should last longer and be quieter running at the same time.

Both front and rear rims are reputed to be a redesigned shape and a stronger alloy. This may be true, but it's still a good idea to keep an eye on the spokes for the first hundred miles—if you want those rims to last any amount of time. We managed to loosen every spoke in the rear wheel in the first five-mile ride; almost lost a few of them. Keep 'em tight.

Believe it or not, one of the well-touted new features on the XR is redesigned, *patented* rimlocks. We predict that the big new wave in technology will be in rimlocks. (Remember, you heard it here first!) Maybe we should do a rimlock shootout in the near future?

The XR200 is a simple bike to work on. The engine is right out in the open, the rear shock is easy to get to for damping and preload adjustments, and both wheels are quick-release items. Everything is very well thought-out in the detail department.

Speaking of wheels, those tiny-looking hubs are there for more than just looks. Both sets of brakes work great. The only complaint we had with the rear brake pedal... it hangs down too close to rocks and stumps. So does the shifter, come to think of it. Maybe what we have here is a matched set?

Last item in the Oh-Don't-You-Just-Love-It Department: this year's speedometer has an actual rubber vent hose coming out of the bottom to keep it from fogging up. A vented speedometer! Fantastic!

ADDING IT ALL UP

Take all the little detail improvements, stack them up on an already respectable XR, and things can't help but get better. Last year Honda set the world on fire with the introduction of the Pro-Link XRs. You can't expect an act like that every time the curtain goes up. This year they're content with just making the fire burn a little brighter. They did a good job. □

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