

# DIRT RIDER

## SPY PHOTOS: FIRST LOOK AT THE '95s

**WORLD PREMIERE!**

**KAWASAKI'S KILLER KDX200:**  
 Perimeter Frame,  
 New Engine &  
 Conventional  
 Cartridge Fork



**IS THE UPSIDE-DOWN FORK DEAD?**



**MoTO!**  
 FACTORY KAWASAKI KX SETUP SECRETS  
**10 TIPS**  
 HOW TO SHAVE WEIGHT OFF YOUR BIKE  
 SUPERCROSS TRIPLE TREAT!  
 INDY CHARLOTTE PONTIAC

**PRO RIDING SECRETS**  
 ■ EMIG ■ M... SMITH  
 ■ SWINK ■ S...  
**FIRST '95 RIDING**  
**KTM'S REVOLUTIONARY**  
**STREET-LEGAL R... KES**  
**MINIBIKE BUYER'S**  
**WHAT BIKE IS BEST FOR YOUR KIDS?**

*Sorry officer I thought MOT meant Means Of Transport*

JULY 1994  
 UK £2.10

9 770735 435026



# DIRT RIDER

July 1994 Issue 140

## TESTS

- 92 1995 KTM 400 & 620 LC4 R/XC**  
*First test on KTM's revolutionary street-legal race bikes.*
- 116 BURLESON REPORT: KAWASAKI KLX250R**  
*Dick Burleson torture-tests our KLX at the Tecate enduro.*

## PRO RIDING SECRETS

- 24 MALCOLM SMITH:** *Picking lines through boulders*
- 86 SCOTT SUMMERS:** *Crossing muddy fields*

## FEATURES

- 16 SPY PHOTOS!**  
*First look at the '95s! Our photos give you a close-up look at Honda's, Kawasaki's and Suzuki's latest moto trickery.*
- 26 YAMAHA YZ250 HOP-UP**  
*The truth about aftermarket performance parts. The Penske shock, Boyesen RAD Valve, Noleen pipe and linkage, FMF pipe and Race Tech fork mods get the acid test.*
- 32 FIRST LOOK!**  
*Kawasaki's KDX200 comes new for '95 with a perimeter frame, a redesigned motor and a conventional fork?*
- 37 STARTING EARLY: MINIBIKE/ENTRY-LEVEL BIKE BUYER'S GUIDE**  
*What bike is right (and available) for your kids?*
- 106 KAWASAKI KX125 MAKEOVER**  
*We sharpen our favorite 125's fangs via more motor and improved suspension.*
- 110 YAMAHA WR250Z HOP-UP**  
*Taking the terror out of the trail missile and making it fun!*
- 122 ISDE QUALIFIER KICKOFF**  
*Hawkins turns back the MX onslaught; coverage from Arkansas, Texas and Nevada.*

## MOTO!

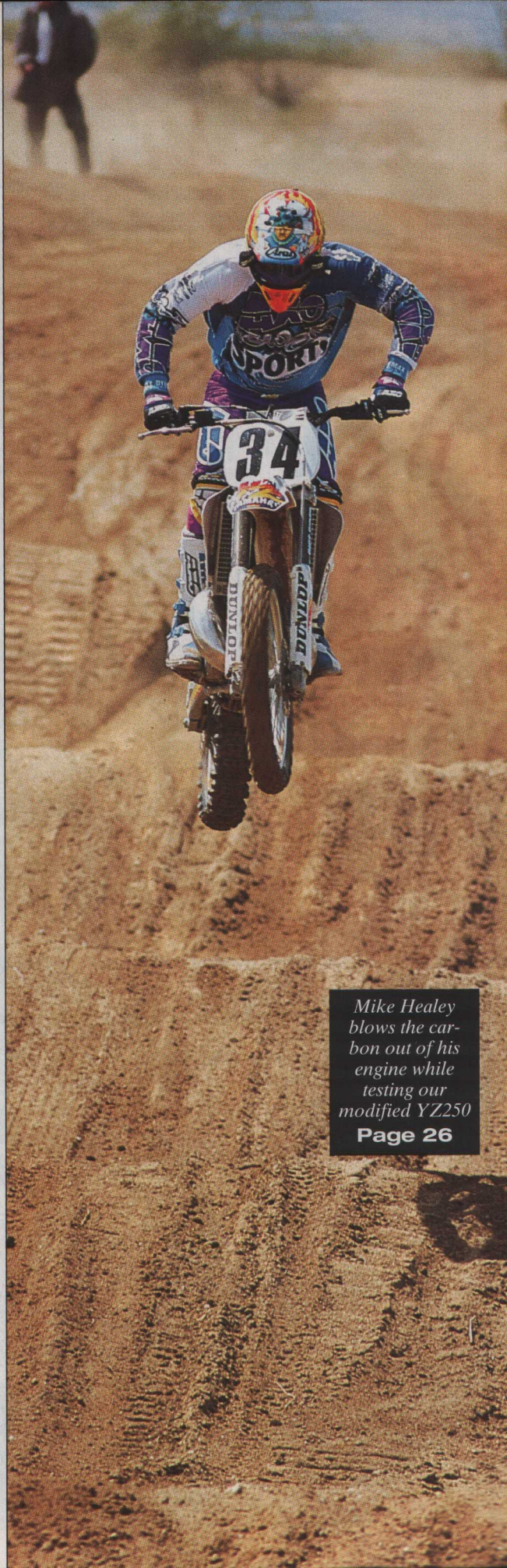
- 44 SHREDS**  
*Coverage of the NMA World Mini Grand Prix, late-breaking supercross and National race results, and a look at Suzuki's "works" RM80.*
- 50 AMA/CAMEL SUPERCROSS SERIES**  
*Complete coverage from Indy, Charlotte and Pontiac.*
- 66 PRO RIDING SECRETS**  
*Yamaha's Jeff Emig explains better bottoming.*
- 70 FACTORY KAWASAKI KX SECRETS**  
*Ten factory setup secrets you can do to your KX.*
- 76 HOW TO MAKE YOUR BIKE LIGHTER**  
*Ten tips from the factories and privateers on how to shed pounds to make your bike more manageable and easier to ride.*
- 82 PRO RIDING SECRETS**  
*Suzuki's sand specialist Brian Swink demonstrates how to conquer whoops.*

## DEPARTMENTS

- 8 TEAR OFFS**  
*Sport: Ty romps at Tecate*  
*Faces: Godspeed, Angelo*  
*Tech: Sneaking "passed" sound tests*

WOLF TALES .....	6	TRAIL TIPS.....	102	DIRT MART.....	132
GEAR BAG.....	34	AD INDEX .....	130	MAIL BOX.....	137
LEGAL ALERT.....	84	IN PRINT.....	130	PARTING SHOT .....	138
WHERE TO RIDE .....	91	DR TESTED .....	131		

**ON THE COVER:** *Our spies gave us these exclusive first looks at what could be 1995 moto hardware from Honda, Kawasaki and Suzuki.*



Mike Healey blows the carbon out of his engine while testing our modified YZ250  
**Page 26**



# TAMING THE Terror!



Our goal was to give the WR250Z's engine a more usable powerband and give the suspension a shot of plushness for nastier enduro sections. With the help of Pro-Action, Dyno Port and Steahly we fulfilled the task.

PHOTO: KAREL KRAMER



**W**hen we tested Yamaha's WR250Z in our February '94 issue we said it had "the motor from hell." We found the horsepower and overall engine performance superb, but—and this was a big but—it was not exactly the hot ticket for tighter woods or for below A-level riders. In our April issue we put it up against the rest of the 250cc enduro bikes in tight Texas terrain that we felt was more representative of the rest of the country than our technical California desert trails. While our test riders enjoyed the machine, even our AA pilots longed for more tractable power and more responsive suspension.

We decided to keep our Texas test bike for a long-term evaluation and address the areas we felt could be improved to make the WR a more effective woods weapon. We wanted to keep its light weight, good fuel capacity, excellent steering and big horsepower but improve the shortcomings we found in our earlier test sessions.

### TAMING THE BEAST

If ever a machine cried out for a heavier flywheel, it's the WR. We added a 12-ounce Steahly unit, which threads onto the ignition end of the crankshaft in place of the standard nut. It comes with a one-eighth-inch thick spacer for the sidecover to provide clearance. The additional flywheel weight really smooths

out the WR's power delivery. It became much easier to ride in areas with rocks, roots or other slippery obstacles. It also made the engine much less prone to stalling when using the rear brake.

We wanted to stick with bolt-on mods, so we also did some fiddling with the exhaust. Dyno Port supplied their "low-mid" pipe and topped it with an Acerbis 035 spark arrestor to make it woods-legal and quiet (86 dbA). This complemented the flywheel-equipped engine by providing more bottom and midrange boost with a smoother transition into the top-end. As in our earlier test, we swapped the stock 52-tooth steel rear sprocket for a 50-cog aluminum one from Renthal, which improved the gear spacing for tight trails. We replaced the worn stock chain with a strong Tsubaki O-ring unit. This slightly wider chain may be a tight fit in the stock guide, but the guide can easily be widened. We used a heavy-duty Steahly guide with no problem.

We settled on a 380 main jet (standard is 360) and the needle in the center position. For added insurance against detonation under load we used a 50/50 mix of 100-octane racing fuel and 92-octane pump gas. We also mixed Bel-Ray H1R at a 50:1 ratio.

### ROOT ROCK REGGAE

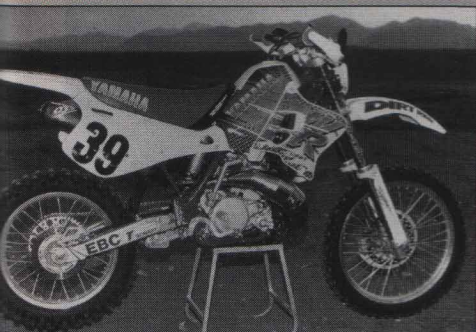
In our initial testing we found the stock suspension worked pretty well in the desert. It was still not as plush as the other "true enduro" bikes in its class, but it was definitely a step closer than

earlier WRs. We wanted to improve its responsiveness over roots, rocks and braking bumps without giving up its resistance to bottoming on bigger hits.

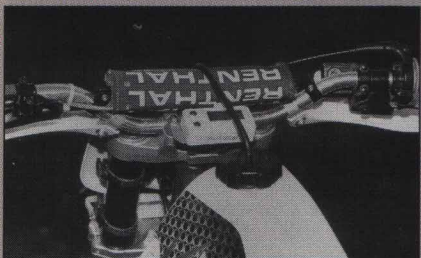
Since we were looking for a more "East Coast" machine we went to a company that's made its name on the Eastern enduro and cross-country circuit. George Quay's Pro Action is based in Pennsylvania, but his additional shops will also do the work on your suspension (to his specs) or service any Quay-modified piece.



Our flywheel-equipped WR allows even our cautious publisher to tackle this steep descent without stalling the motor.



Who says enduro bikes need to be low-key? Our CEET Racing-equipped WR is flashy and functional. Check out the trick DeVol linkage.



Our IGO electronic odometer mounts behind the handlebar and still clears the gas cap. A taller Renthal bar improves comfort.



Test Editor Karel Kramer demonstrates how our Dunlop D752-shod machine hooks up in the trees of our 'Eastern' test loop.





**Wolf demonstrates that the Pro Action-modified WR has retained its boost by raging out of this rocky ravine.**

The Pro Action fork uses his unique three-stage damping set up. This allows plush initial travel to soak up roots, rocks and bumps with progressively more resistance to handle larger hits. Quay installed slightly stiffer 0.415 kg/mm Eibach fork springs (stock are 0.41). They worked well for Webb (a 190-pound AA rider) but were too stiff for the 175-pound pilot who spent the most time on the machine.

Quay also used his special three-stage mods on the shock and installed a stiffer 5.4 kg/mm Eibach spring (stock is a 5.0). Quay says most East Coast racers stick with the stock spring, but he included the stiffer one for Webb and our open Western terrain. Again, the beefier spring worked well for Webb but felt a bit stiff for our other rider.

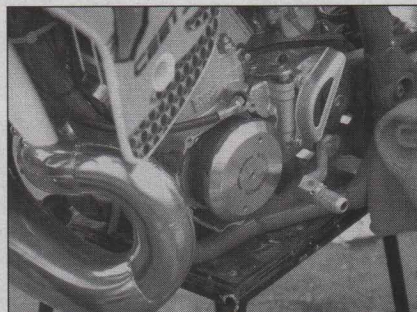
Pro Action recommends a 95mm sag setting to keep the initial travel of the shock in its lighter first stage of damping. In this case more preload means smoother, more responsive action. We also installed a DeVol link, which we have been impressed with on our YZs. Quay is a big believer in the link and felt its more linear leverage ratio complemented the improved shock. (DeVol's Washington state facility is one of Pro Action's franchised suspension service centers.)

With the proper springs in place for each rider, the suspension was nothing

short of amazing. The fork danced through rocky streambeds without deflecting and swallowed roots and rock ledges on our nastiest climbs. The WR also tracked well through our usual whoop sections, and it steered with precision.

### COCKPIT COMFORT

The stock seat slopes steeply toward the tank, which tightens up the already short distance to the footpegs. This may help shorter pilots get their feet to the ground, but we found it difficult to move around on. CEET built a 20mm-taller seat with additional foam toward the tank junction to level it out. This solved the problem completely and provided an added bonus for our taller pilots who could now grip the seat with their knees when standing. A taller Renthal 722



**Steahly's flywheel weight mounts to the stock ignition and vastly improves engine tractability.**

handlebar with Acerbis Rally hand guards and spoilers completed the package.

### ENDURO READY

The WR is equipped with a 35-watt lighting coil, so we installed an Acerbis Elba II headlight to make it enduro-legal. To smooth out the electron flow we plugged an MS Racing voltage regulator into the green lead from the CDI. ICO Racing supplied one of their Autocal electronic odometers to help with our timekeeping and give us a mileage readout on those long desert trail rides.

Steahly provided us with a trick blue-anodized, heavy-duty chain guide and a multipurpose tool that fits the front and rear axles and spark plug. We also installed Kevlar/carbon-graphite soft-compound front brake pads from EBC that made the front brake stronger and more progressive.

### FINAL NOTE

Our mods to the WR have made an already good machine into a highly versatile woods weapon. Its strong engine combined with a quiet exhaust note, responsive suspension, a large fuel tank and all-day-in-the-saddle comfort allow it to fulfill almost any off-road role. It is now at home on the tightest, gnarliest trails and still works great in the wide-open desert.



**The Pro Action fork delivers plush action over roots and rocks. The Dyno Port pipe boosts low- and midrange grunt.**



## SUPPLIERS

### ACERBIS PLASTICA USA

Elba II headlight.....\$54.95  
 Rally handguards w/spoilers (pair).....\$59.95  
 035 spark arrestor.....\$149.95  
 Rally spoilers (pair).....\$24.95  
 9402 Wheatlands Ct. Ste. A  
 Santee, CA 92071  
 619/562-1440

### AXO/RENTHAL

Gray natural rubber grips.....\$8.95  
 722 aluminum handlebar.....\$69.95  
 50-tooth aluminum rear sprocket.....\$49.95  
 24950 Anza Dr.  
 Valencia, CA 91355  
 805/257-0474  
 800/222-4296 (Outside CA)

### CEET RACING PRODUCTS

Custom foam.....\$39.95  
 Non-slip Kevlar seat cover.....\$69.95  
 WR graphics kit.....\$49.95  
 1220 Liberty Way  
 Vista, CA 92083-7830  
 619/599-0115

### DEVOL RACING

YZ rear linkage.....\$159.99  
 202 37th Ave. NE, Ste. E  
 Auburn, WA 98001  
 206/735-2463

### DYNO PORT

Low-mid torque pipe (nickel-plated)....\$184.95  
 Low-mid torque pipe (factory finish)....\$169.95  
 1896 Townline Road  
 Union Springs, NY 13160  
 315/255-3665

### HYTECH

EBC Kevlar/carbon/graphite front brake pads (MXR135).....\$34.95  
 EBC Kevlar/semi-metallic rear brake pads (FA152X).....\$26.95  
 12860 Bradley Avenue  
 Sylmar, CA 91342  
 818/362-5534

### ICO RACING

Autocal odometer.....\$149.95  
 P.O. Box 430  
 Dinkins Dr.  
 Lacombe, LA 70445  
 800/331-0470

### PRO ACTION

Shock revalve/oil change.....\$150.00  
 Eibach 5.4 kg/mm shock spring.....\$90.00  
 Fork: revalve/oil change.....\$150.00  
 Eibach 0.415 kg/mm fork springs.....\$70.00  
 Shock oil: Maxima light (incl.)  
 Fork oil: Maxima 5 wt. (incl.)  
 3201 6th Ave  
 Beaver Falls, PA 15010  
 412/846-9055

### STEADLY PRODUCTS

12-oz. flywheel weight.....\$95.00  
 Heavy-duty chain guide.....\$36.00  
 Rider wrench.....\$19.00  
 9950 S.E. Bull Run Rd.  
 Corbett, OR 97019  
 503/695-2417; 800/800-2363

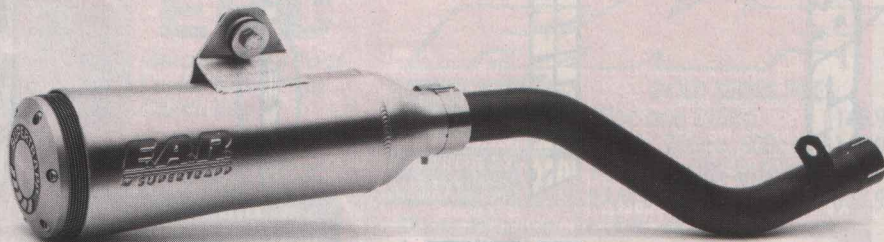
### U.S. TSUBAKI

O-ring chain.....\$96.00  
 18031 Cortney Ct.  
 City of Industry, CA 91744  
 818/913-134

DR

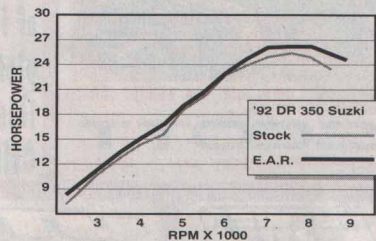
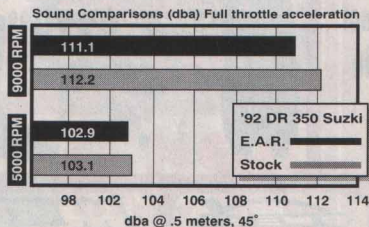
# HASSLE FREE HORSEPOWER

from **SuperTrapp**



## The All New **E.A.R.** Series

(Environmental Acoustic Reduction)



For a complete catalog of all SuperTrapp motorcycle products, send \$1.00

**SuperTrapp Industries Inc.**

3910 Seaport Blvd., West Sacramento, CA 95691 • (916) 372-5000 FAX (916) 372-1354

Also available for most 4 Stroke ATV's

# THE #1 CHOICE.

**"ULTRA SEAL"**  
**THE AIR FILTER FOR**  
**THE SERIOUS RIDER.**

UNI dual stage air filters have been the #1 choice of serious dirt bike riders for the past 20 years! And if that isn't enough, UNI's "Ultra Seal" air filter is the choice of the Yamaha, Kawasaki and Suzuki Moto-X Teams... **AGAIN!**

**UNI**  
**UNI FILTER**

UNI FILTER, INC. Anaheim, CA 92806

