

**TIS BETTER TO FLIP ONE TOGGLE SWITCH, THAN  
TO FOREVER CURSE THE DARKNESS . . .**

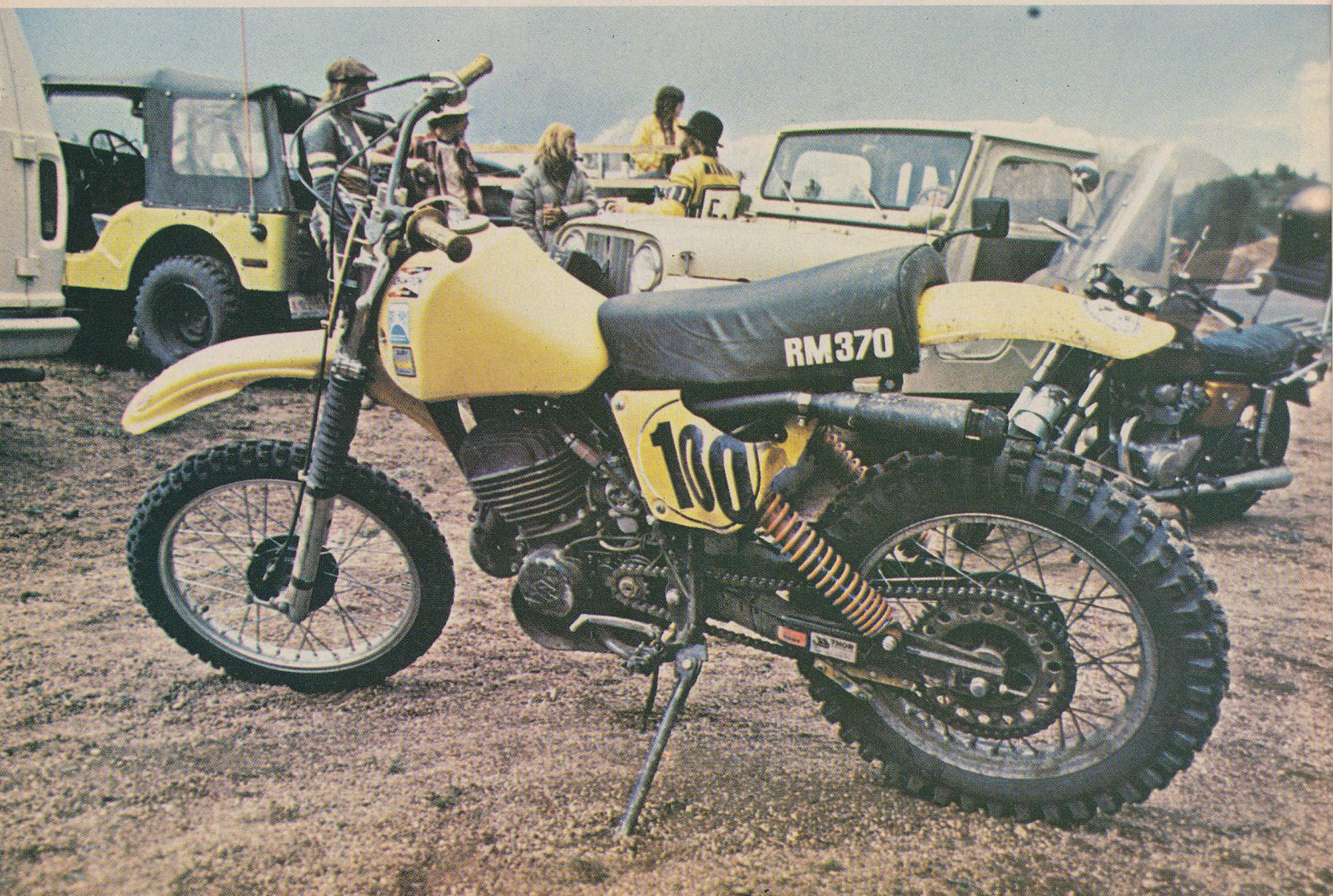
# **PROJECT RM 370**

Last month, as you no doubt recall, we began a new project. Since that first bit of fiddling with the RM 370, we have come to know the killer Suzuki as "the Yellow Peril." If you read that first piece, then you are aware of the fact that the Yellow Peril is destined to be the ultimate enduro machine, com-

plete with all the off road accoutrements. In part 1 of the project, about all we did was bolt on a lot of goodies, (some essential, some merely desirable) and massage the ports a little.

The difference was truly astounding. While we were waiting for a lighting kit to arrive from Weda Industries, it was

decided that we should enter the Yellow Peril in the dread Pikes Peak Hill Climb (see story elsewhere in this issue) and see if the old girl could hold her own against a bunch of honest-to-God racin' motorsickles, including several stock RM 370s. We figured it would be fun just to show up at the 12 mile long



# PART III

## The Yellow Peril Gets Lit

event with a huge desert tank, untold inches of suspension, mud flaps, and a speedometer. (We decided at the last second to remove the speedo so as not to frighten Carman should he accidentally glance at it during the race). We had no intention of trying to win the damn race, just a nice fun ride while waiting for the enduro season to start up.

Sure.

Somehow, when you push up to the start line, all noble intentions go right down the old porta-can. By God, we were gonna race! And race we did. The DIRT RIDER project enduro bike whipped it on the boastful Philistines from flag to shining flag. The funny looking trailbike with the wierd fenders emerged victorious.

So what does all this mean? Who knows. Except that it probably has something to do with the idea that most of the modifications we've made to the Yellow Peril will make your own RM 370 a whole lot quicker, with virtually no sacrifice of either reliability or low end response. If anything, the Cycle Products West Pipe will provide a more predictable power band, especially when used in conjunction with the stock 36mm carb.

Speaking of carburetion, we should mention at this point that you should be very careful when messing with jetting on any of the RMs. We did a bit of experimenting in jetting on the Yellow Peril, and the result was two piston seizures and 14 stitches in the knee of a test rider. Be absolutely sure of your plug readings or, better yet, have a qualified Suzuki mechanic do it for you. Seizures are not only expensive, they can be quite dangerous.

Back to the project. The only changes we've made to the project bike this

month were the addition of a Weda lighting kit, a tool bag, and 38mm Mikuni.

The Weda lighting kit for CDI ignition systems has been around for a while even though DIRT RIDER is just now getting ahold of one. Part of the reason for this delay is that the folks at Weda are constantly making improvements to their products, and modifying existing components in order to keep up with the fast changing Japanese production techniques. The particular unit we received was made by the helpful folks at Weda specifically for our project RM. By the time you read this, the unit should be in production and available either through Cycle Products West, or directly from WEDA Instruments Inc.

We just managed to get the lighting kit installed in time to make this issue of DIRT RIDER, so we haven't had time to evaluate the Weda kit under a variety of circumstances. Next month, we'll let you know how the lighting kit works at the abusive hands of the DR staff. Until then, we'll just say that if the Weda kit works and lasts as well as we believe it will, it will be a godsend to countless numbers of owners of Japanese MX machinery. From now on, you'll be able to convert your Japanese racer into a street legal short just by plugging a few wires together. (Don't forget to stick a potatoe up the exhaust before you leave the racetrack). More on the lights next month.

Al Wurtzel, owner of Cycle Products West, has been insisting to us that with his porting and his pipe, you can actually broaden the power band of the RM 370 by adding a 38mm Mikuni. We're skeptical.

Like the Weda kit, we just got the

carb buttoned up in time to get photos and rush off to the presses. We will say that, judging from a couple of jetting runs up and down Uncle Al's alley, the Yellow Peril is definitely faster than it was at Pike's Peak, and it doesn't seem to be any more bursty in the powerband. If this is true, it could set two stroke theory back weeks. Larger carb—more low end? Never! But we could be wrong. We'll let you know next month, after we've had a chance to spend more time on the throbbing, manly machine. We'll also provide an in depth report on the suspension modifications we've made.

In other words, so far we've told you what we've done to the bike and why. Next month, in Part III, we'll let you know how the whole package works. None of the changes we've made to the machine are worth much alone. The shocks won't work right without some fork mods, the swingarm won't be much good without good shocks, the lights without a quiet pipe . . . you get the idea. It's the interaction of all these pieces, along with the interaction of bike and rider that will ultimately determine whether or not Project Yellow-Peril has been successful. We'll know next month, tune in then. ●  
Where to get it:

Cycle Products West  
11900 W. Pico Blvd.  
Los Angeles, Calif. 90064  
(213) 477-0997 or 473-7996

WEDA Instruments Inc.  
703 Highway 99E  
P.O. Box 344  
Aurora, Oregon 97002  
(503) 678-5134