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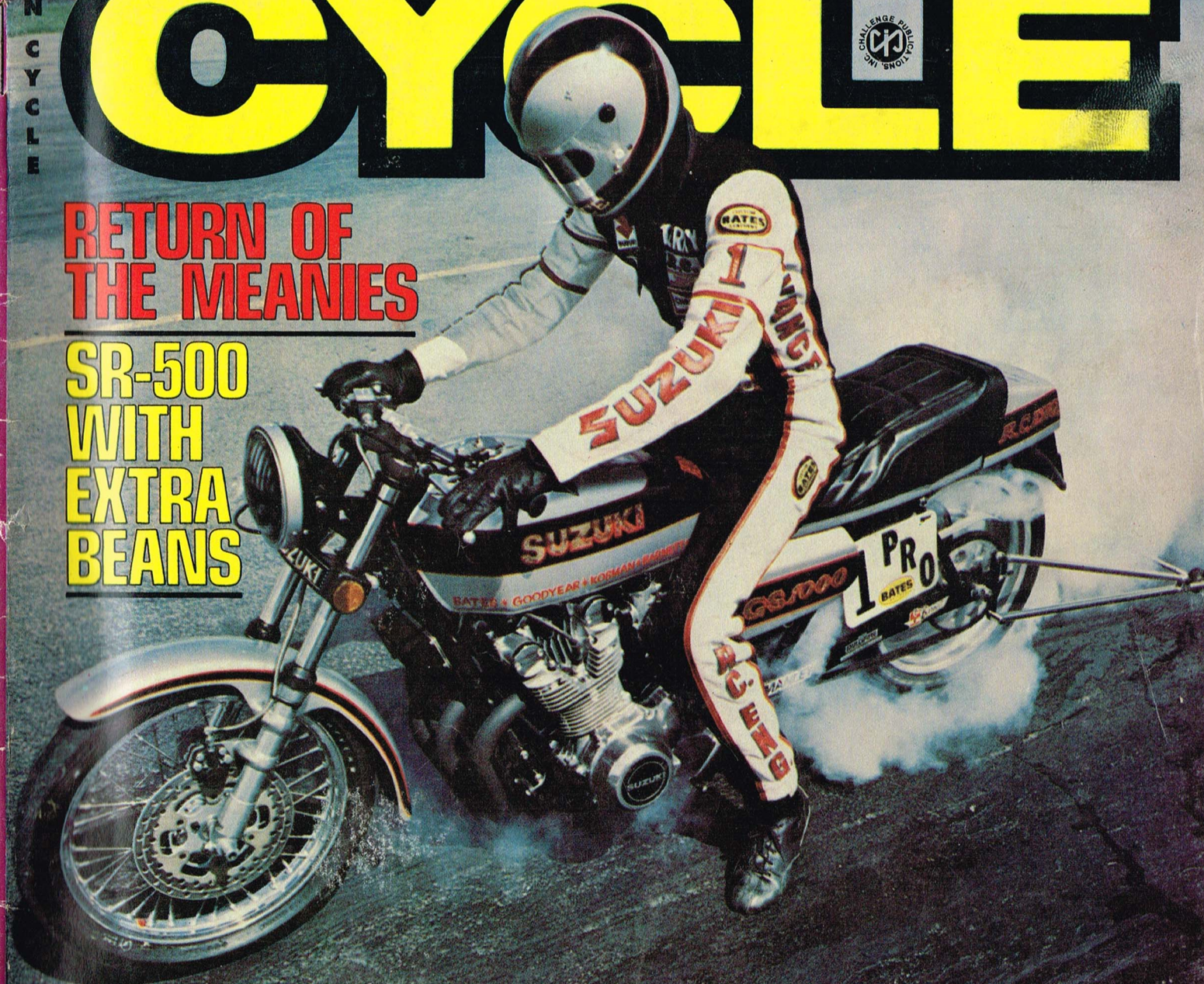
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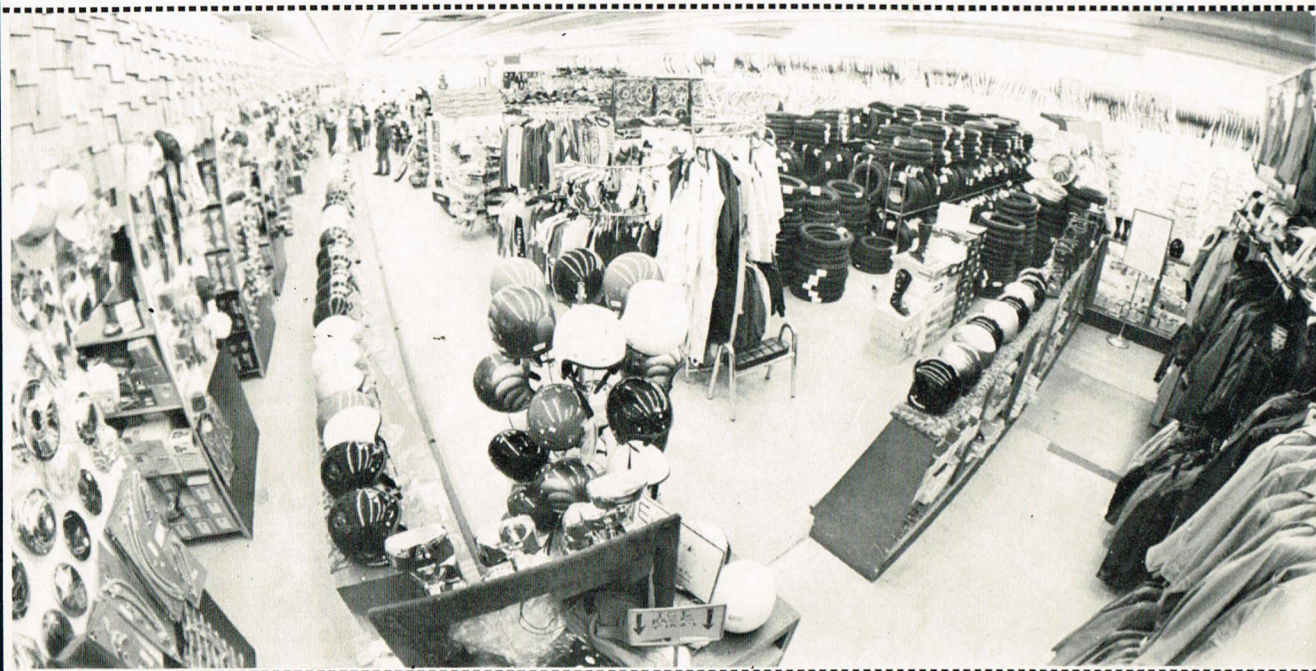


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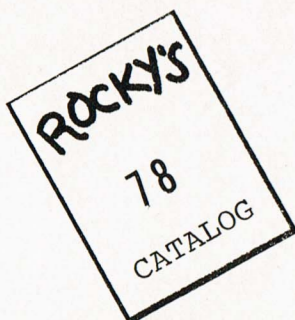
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MODERN CYCLE

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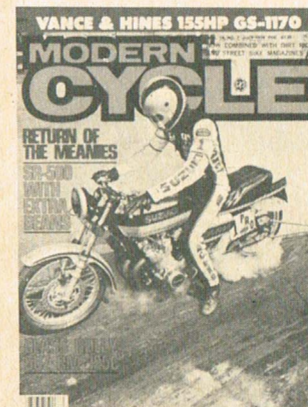
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ON THE COVER: Terry Vance warming up the skins on the Vance and Hines-RC Engineering GS-1000 plus. Photo by Dan Fitzgerald. Photo by Jeff Peck.

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Dirt Werkes Stand

There's probably nothing that gets us more peeved here at MC than something that doesn't work—especially if that something is supposed to make your work go easier.

Not very long ago, O-Ringz nearly cold-cocked himself in his well-outfitted but dimly-lit garage when an adjustable motorcycle stand decided to adjust itself in mid-top-end maintenance. Besides a couple of bruises about the head and body (ever try to catch a 230 lb. motorcycle with your elbow?), one of the new about-to-be-installed rings snapped like a dry twig and slipped neatly into the bottom end.

Bellowing like a wounded water buffalo, we came to help but O-Ringz had since righted the machine and then deftly balanced on one leg of the stand and supported by his forehead, reset the other leg. Then he set the bike back down and we had to hear a 27-minute diatribe on the lack of design merits of this particular stand.

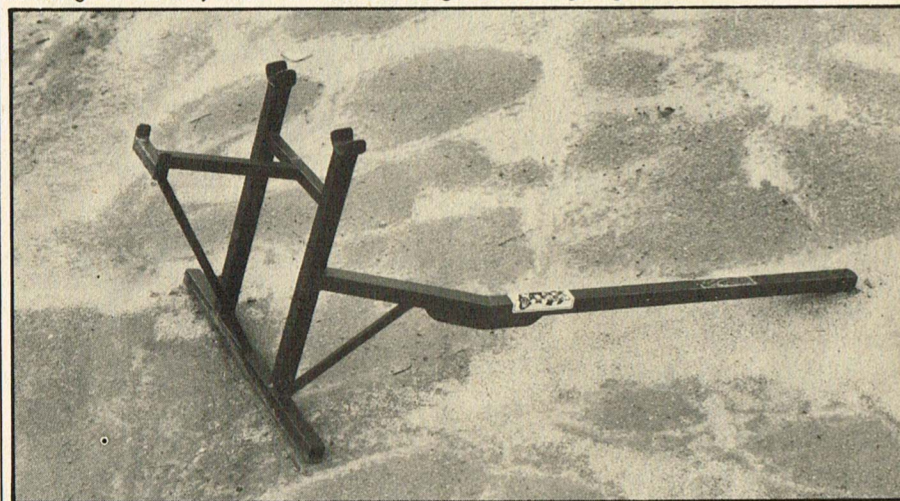
"If I wuz gonna build one of these babies, it would have to lift up both ends of the bike at the same time and be substantial enough to withstand a little wrestling match between one of these scoots and me. And furthermore . . ." it seemed to go on forever.

About the time he went for one of the dead bike frames and assorted steel tubes, straps and various other iron configurations with his torch in hand, someone caught his attention with a six-pack and we managed to soothe the savage beast, as it were. This only slowed him down enough to attack a tablet with his "official" drawing pencil and burn off about 10 pages of sketches and rough blueprints. Talking excitedly with his hands, we finally determined that the stand would be a cross between the Bay Bridge and two Greeves welded together end to end. The saving factor, O-Ringz figured was that it would only cost about \$200 and would easily fit into the back of a ¾-ton pickup.

Fortunately for all concerned, including the welding tanks, Hi-Point Racing Products came to the rescue with a custom built stand. Designed and fabricated by Dirt Werkes and distributed by Hi-Point, each of the stands is built



Dirt Werkes stand effectively lifts both wheels off the ground for maintenance. It has good stability in the dirt and works great in the garage.



Although it is a little bulky in storage, it can't be beat for its efficiency. It does what it is supposed to do. Workmanship is good.

for a specific motorcycle. When you consider that it's rare for one rider to have more than one racer, an adjustable stand doesn't really come in that handy.

The neatest part is that the Dirt Werkes' stand lifts both wheels off the ground. It is sturdy enough to stand up to some pushing and is designed so that the bike "locks" itself onto the stand. The entire bike can be stripped down to the frame while on the stand. Since there is nothing interfering with the swingarm or handlebars, all manner of repair can be performed without repositioning the scooter. They are also built with enough clearance to allow for long travel modified suspensions.

Dirt Werkes builds stands for all

popular competition motorcycles. The price, \$44.95 may seem all a little steep at first, but considering that it's the only stand you'll need, and keeping in mind the safety and hassle factors, it is money well spent. Contact your local bike shop that sells Hi-Point Racing Products for one that will fit your machine.

For the name of a dealer nearest you and for more information, you may contact:

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CLASS BULLY

Suzuki RM-125C

Last year, when the RM-125B made its debut, we ascertained after a long, tough testing session that the bike was the best 125 we had ridden to date. Since then we've ridden a ton of the eighth-liter machines, including many with a lot of modifications.

The RM is probably the most successful 125 built to date and many of those modifications made the bike even more successful. Suzuki could probably have left the bike alone and it would still be the terror of the 125 class.

But they didn't.

Based on the "B," the new 125C is again a careful refinement of the previous model, just as the "B" was an intelligent update of the "A."

Engine, pipe, suspension, brakes, tank and plastic have all received changes. Some are minor, but others are completely different engineering executions.

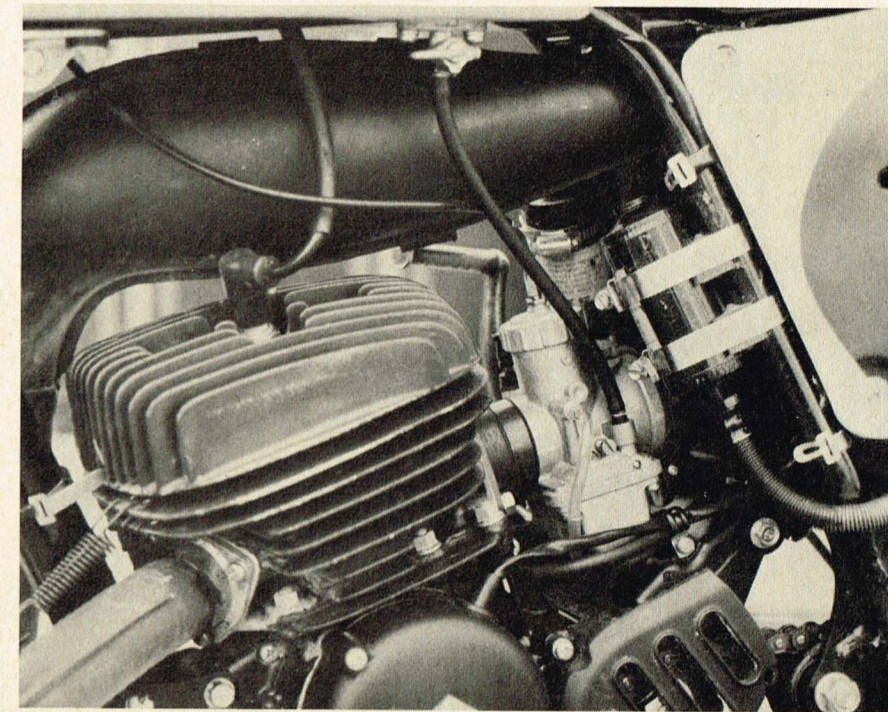
SUSPENSION

Without making the bike taller, Suzuki has improved the suspension at both ends and gained a slight increase in travel.

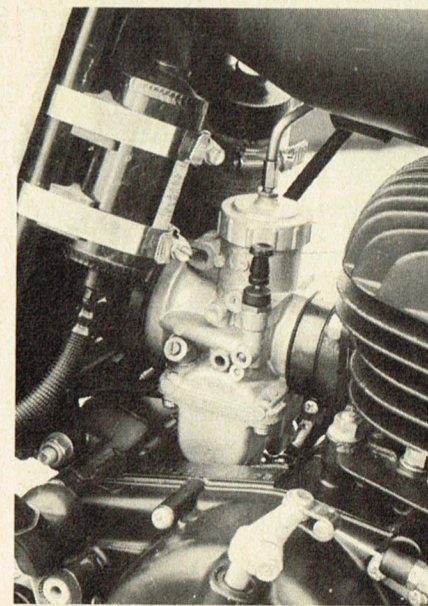
Up front, the forks, substantially the same as the "B" model, have received slightly longer tubes and extended air caps which allow for a larger air chamber volume. This increase allows the tuner to come up with a more progressive air spring rate.

A wider range of pressures can be used, and when applied to varying amounts of fork oil can determine an almost infinite variety of rates. The air cap is slightly recessed into the cap which now utilizes a standard hex design.

To also aid in suspension tuning, the stanchions have been scribed in two rings on each tube. This provides two locations for fork tube height adjustment, and assures that each of the tubes is adjusted to the same height. We set ours at the uppermost mark and found that for our tracks and riding style, this was the best. We also experimented with the tube adjustment in small increments to the lower scribe mark. This position caused the bike to turn virtually under itself. For extremely tight tracks this may yield a slight edge in turning. It is something to experiment with.



Pipe and porting are revised, bringing more punch to the RM.



Carburetion is provided by a VM32SS Mikuni through a combination piston-port and reed valve set up.

Fork boots, of course, are used to insure long seal life. Keeping dirt out of the seals means that the air pressure, that is carefully adjusted in the forks, stays there.

To accommodate the extended tubes, a new top triple clamp has been fabricated. Rather than just cast the set backs into the clamps, Suzuki opted for a vibration damping type of mount. The clamps bolt down through a pair of tapered rubber bushings which effectively isolate much of the buzzing that comes through the bars. The set-back bars increase the leverage making steering inputs easier.

One of the most visible changes at the rear is the new aluminum swingarm. Constructed of a D cross section, the welding on the arm is slightly rough which gives it a "factory" appearance. Although it looks cobby, the arm is certainly strong enough. Axle locating tabs at the rear are massive and when welded to the banana shaped arm make a super-strong unit that should make the aftermarket people cringe.



While they appear to be the same, the remote reservoir Kayaba shocks are also new for the C model. Featuring adjustable damping (three settings) in addition to three preload settings, the shocks are an improvement over previous Kayabas. Valving is changed as well as gas and oil volumes. The shocks are a lot more sensitive to small bumps than their predecessors on the "B" model. For our testing purposes, we set the preload at the middle setting and the damping at the lightest setting. We did experiment with the damping, though, and a couple of the testers liked it cranked all the way up. At least this feature will allow a happy medium for the tuner.

The different shock and slightly different dimensions on the swingarm netted nearly a quarter of an inch in travel to just right at 9 inches. As we mentioned before, the increase is in

the bottoming end of the travel, so that the height of the bike didn't change.

BRAKES

Biggest news in the brake department comes from the rear, where a full floating beauty resides. Rather than just a bushing, the brake backing plate pivots on a double row ball bearing which is carefully sealed from dirt. The brake lever pulls from over the top, rather than from below as before. With the torque arm arrangement on the floater, there was not room to leave it at the bottom. Also it helps protect the arm a little from damage from ruts, rocks and the like. An unhappy aspect is that the cable is the same used on the older backing plate and is too long for the top mount arm. It goes through too many twisting gyrations. A shorter cable is necessary here.

To keep maintenance low, the bush-

ings on the floating torque arm are similar to those used on shock eyes. These aren't as critical when it comes to dirt and can also absorb some of the shock that the arm gets from rocks, ruts or anything else that the rider may encounter when he misses a turn.

Up front, the brake remains unchanged from the B model.

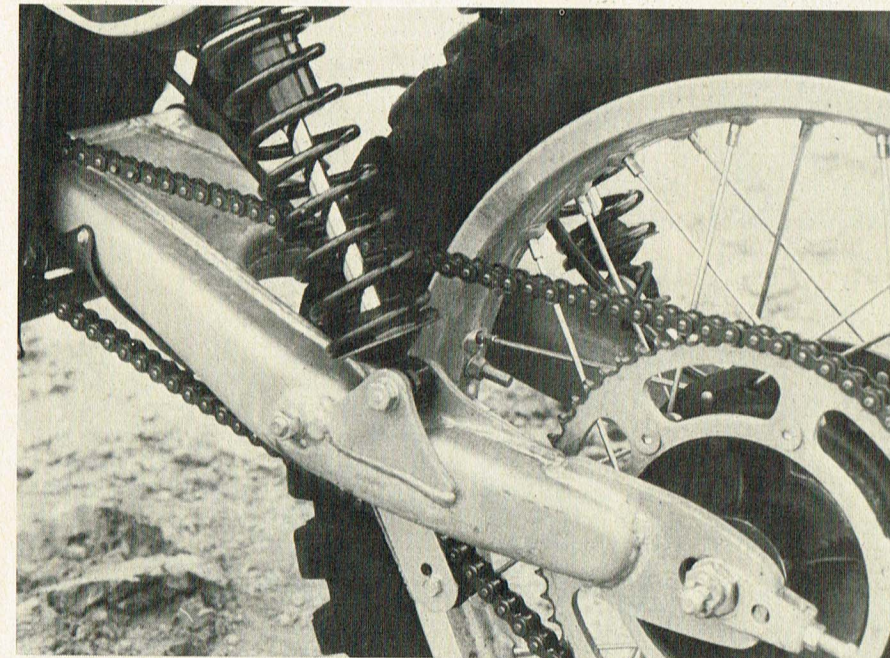
MOTOR CITY

A combination of factors have teamed up to give the "C" more punch. Conservative estimates are that a full horsepower has been culled from porting, piston, pipe and silencer changes.

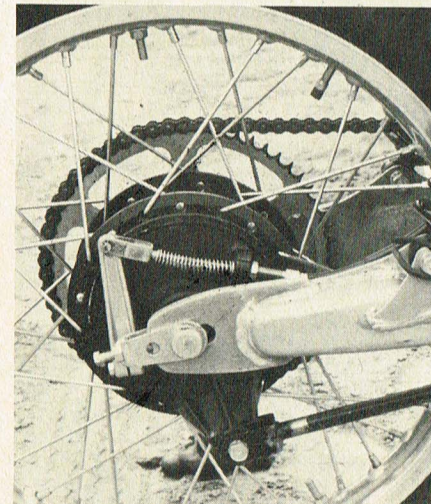
Although the bore and stroke remains the same (54x54mm) the piston ring design is changed. The piston features a pair of very thin flat rings instead of the thicker cross section units. The thin rings produce less drag because of the smaller friction surface. (These piston/ring sets will fit the Bs without modification. More on the interchangeable parts in future issues.)

Internally, the only changes that the engine underwent are in the barrel. Suzuki went at the jug with their porting tools and changed the height of the intake and the transfers. The intake has been raised 1.3mm, while the transfers have been raised 1mm. The exhaust port remains unchanged. These mods are some of the porting specs that Suzuki tuners used throughout last year.

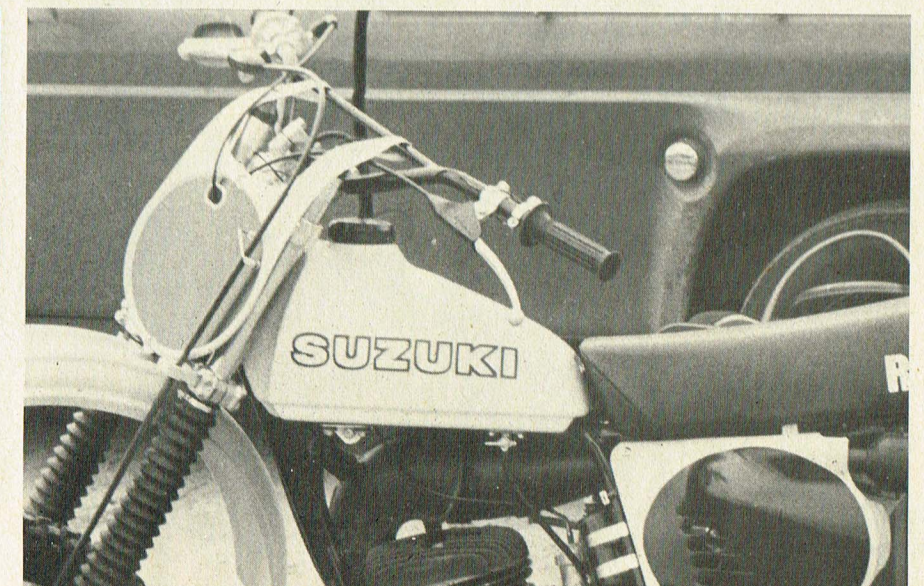
In conjunction with the porting, the expansion chamber dimensions have been altered. A larger, quieter silencer has also been engineered. The pipe is a pressure formed thin steel unit. Some



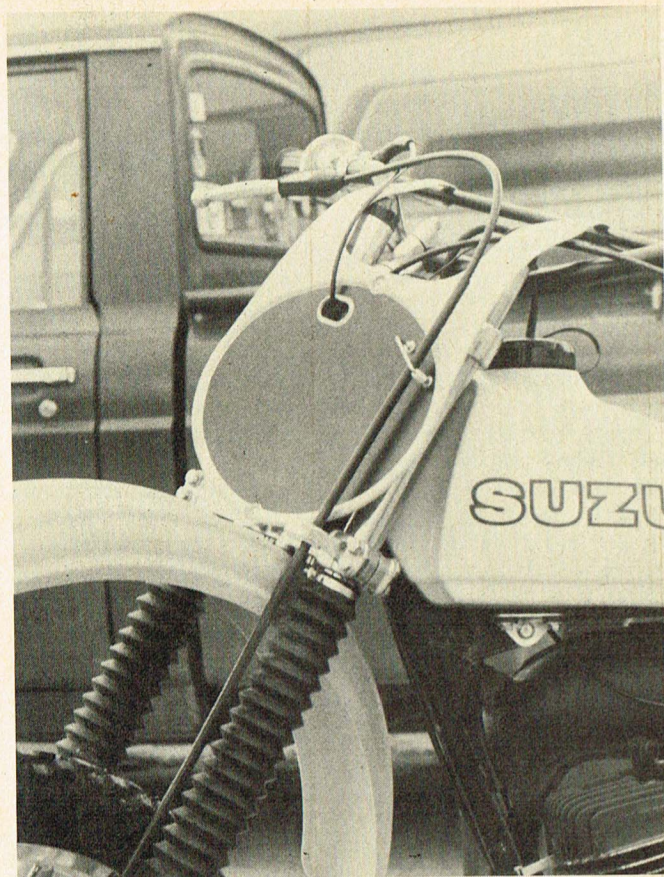
Massive aluminum swingarm has "factory" appearance. Shock mounting tabs are equipped with steel bushings to prevent ovaling of the bolt holes.



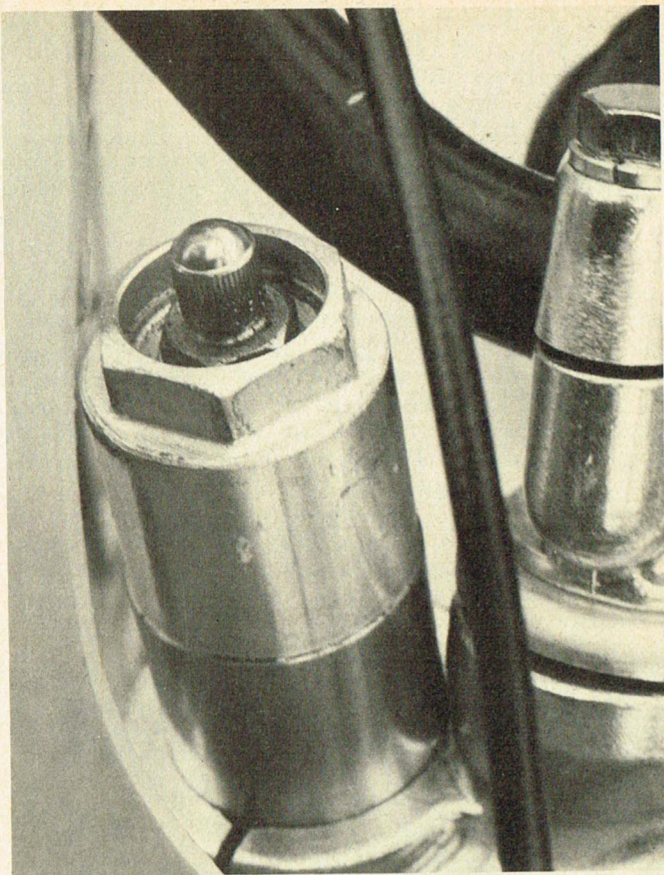
Full floating backing plate rides on double row ball bearings. Cable is too long; bends are too sharp. Short cable would remedy this.



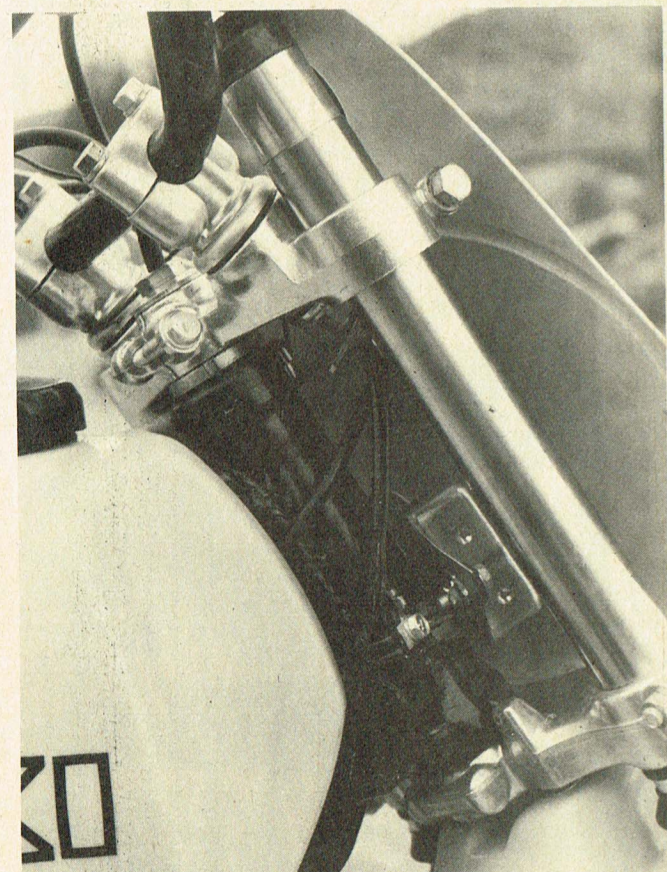
Tank filler hole is large and handy. Plastic tank will take a lot of abuse—decals won't.



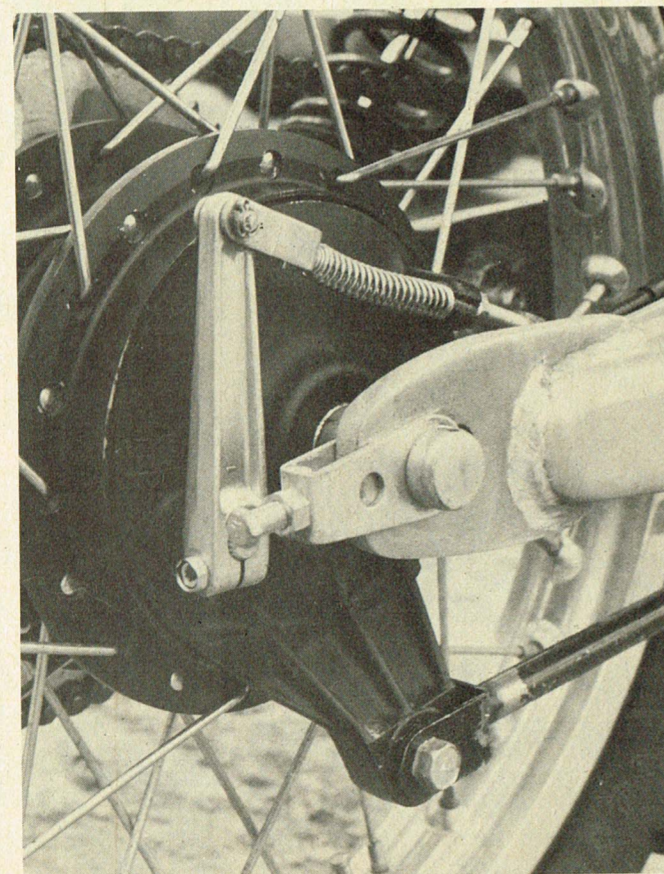
Double flap number plate and improved cable guides and stays reduce chances of cable snagging. Plate is fastened directly to triple clamps.



Air valve is slightly recessed in extended caps. Combination of longer tubes and cap allow for larger volume for air spring adjustments.



Set back clamps allow for tube height adjustment and increase leverage on the forks. Clamps are damped in rubber to reduce vibration.



expected the silencer to be aluminum but it is of similar construction. These changes have lowered the annoying pitch of the previous 125.

All the rest of the engine—carb, transmission, clutch and ignition—are unchanged. There are no weak spots here, so changes were not deemed necessary.

OUTSIDE

Gone is the aluminum tank and in its place is a cross-linked polyethylene plastic unit. The filler cap is large,

easy to grasp and has a tether attached to it to keep it from rolling around during filling. The large opening is welcomed after the miniature filler on the earlier tanks. (Some of the tank mounts on the early production runs were breaking. Suzuki has remedied this, but if you are having problems contact your dealer.)

Front and rear fenders have been redesigned. To enable them to not bend as much when packed with mud, the fenders are molded with reinforcing ridges across the top and around the

edges. Since the extended fork tubes are excellent candidates for snagging cables, the front number plate is now a double-armed protector type and is mounted directly to the triple clamps with 6mm screws. This is a much more sanitary setup than the rubber-banded mounting that always broke at the wrong time.

Improved cable guides on the front brake cable are also a welcome addition. The clamp on the fork slider that does double duty as fork boot clamp and cable holder is much beefier. In the past, that clamp had a tendency to cock sideways and allow the cable to snag into the tire. The new one is wider and functions much better.

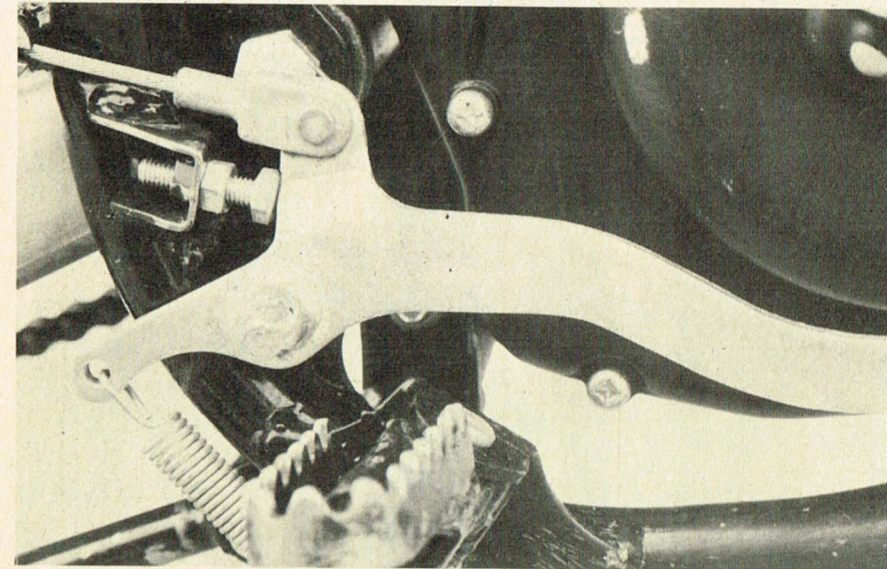
Hubs, rims, tires, seat and frame all remain unchanged.

THRASHING

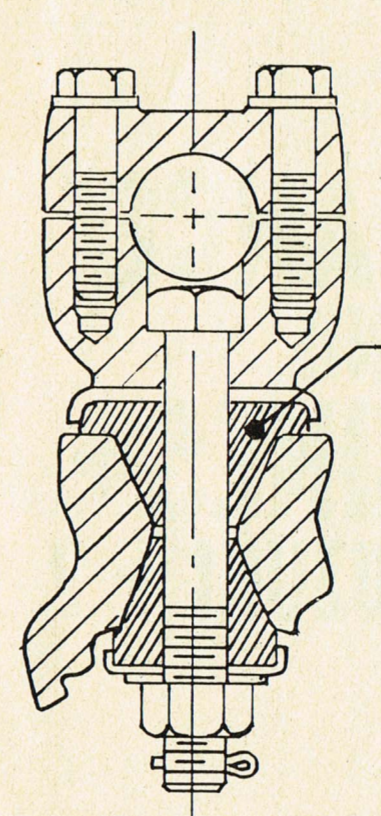
Our first stint on the 125 couldn't have come on a worse day. California was in the midst of the "monsoon" season (didn't we just have a drought?) when the annual editors' motocross GP came up. It's a little affair that Suzuki uses to present some of their new competition models to the press.

As the sky opened up, it rained on our parade some, but it gave us an excellent opportunity to test the little devils in poor conditions. The specially-

(Continued on page 75)



DAMPER RUBBERS



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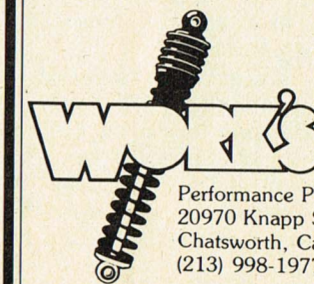
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