

# TRAIL BIKES

ARGUS

WPS

## TESTS

HONDA • YAMAHA • SUZUKI  
KAWASAKI • HUSQVARNA

**HOW TO:**

BUILD A TOOL KIT • EASY TIRE CHANGES  
RIDING GEAR - MAKE IT LAST

**PRO  
RIDING**  
and  
MAINTENANCE  
**TIPS**



# OFF-ROAD'S 1982 TRAIL BIKES

## FEATURES

---

- 4 MOTORCYCLE MAINTENANCE**  
Keeping your trailbike in top shape
- 10 RIDING GEAR MAINTENANCE**  
Get the mud out of your duds
- 12 TIE-DOWNS**  
How to hold your bike while it's being trucked around
- 20 TRAIL TOOLS**  
Is a vise really necessary?
- 22 THE DRIVEWAY CHECKLIST**  
"I didn't bring mine, I thought you brought yours!"
- 32 HOW TO RIDE ENDUROS**  
It's not as tough as you think
- 38 TRAIL RIDING TIPS**  
How to survive these trail surprises
- 50 ETIQUETTE ON THE TRAIL**  
How NOT to have a place to ride
- 57 WASHINGTON TRAIL SYSTEM**  
See—it can be done
- 68 STANDARD TIRE CHANGES**  
No frills, no fancy footwork, just plain common sense
- 72 HOW TO CHANGE A TIRE WITH (ALMOST) BLAZING SPEED**  
Is it really all in the wrist?

## BIKE TESTS

---

- 14 HONDA XR200R**  
The little bike that could
- 26 HUSQVARNA XC 250**  
"Or you could buy a Husky . . ."
- 44 SUZUKI DR500**  
Bigger biceps
- 62 KAWASAKI KDX 175**  
The Green Ballerina
- 74 YAMAHA IT250J**  
The White Knight comes back in blue
- 80 THREE WHEELING**  
A farmer's tool turns into a family's toy

## AN ARGUS PUBLICATION

PUBLISHER & EDITORIAL DIRECTOR  
**George Elliott**

SPECIALTY PUBLICATIONS DIRECTOR  
**Dean Batchelor**

CONTRIBUTING EDITORS  
**Mark Anderson**  
**Brock Goss**  
**Kevin Hagerty**  
**Bud Lammers**  
**Denise Letellier**  
**Ted Lytle**  
**Brad Zimmerman**

ARGUS PUBLISHERS CORP.

VICE PRESIDENT  
**George Elliott**

ART DIRECTOR  
**Jim McGowan**

PRODUCTION MANAGER  
**Michael F. Grout**

DIRECTOR OF MARKETING  
**Robert C. Horton**

NEWSSTAND SALES MANAGER  
**Charlie Pollock**

1982 Trail Bikes is published by ARGUS PUBLISHERS CORPORATION, 12301 Wilshire Blvd., Los Angeles, California 90025. Business, Advertising and Editorial offices, phone number (213) 820-3601. Single copy price \$2.25; in Canada \$2.75. All editorial contributions should be addressed to the Editors at P.O. Box 49659, Los Angeles, California 90049, and should be accompanied by return postage. Not responsible for loss or damage to unsolicited manuscripts. This publication is purchased with the understanding that the information presented is from many sources from which there can be no warranty or responsibility by the Publisher as to accuracy or originality or completeness. Printed in U.S.A. Copyright © 1982 by ARGUS PUBLISHERS CORPORATION.

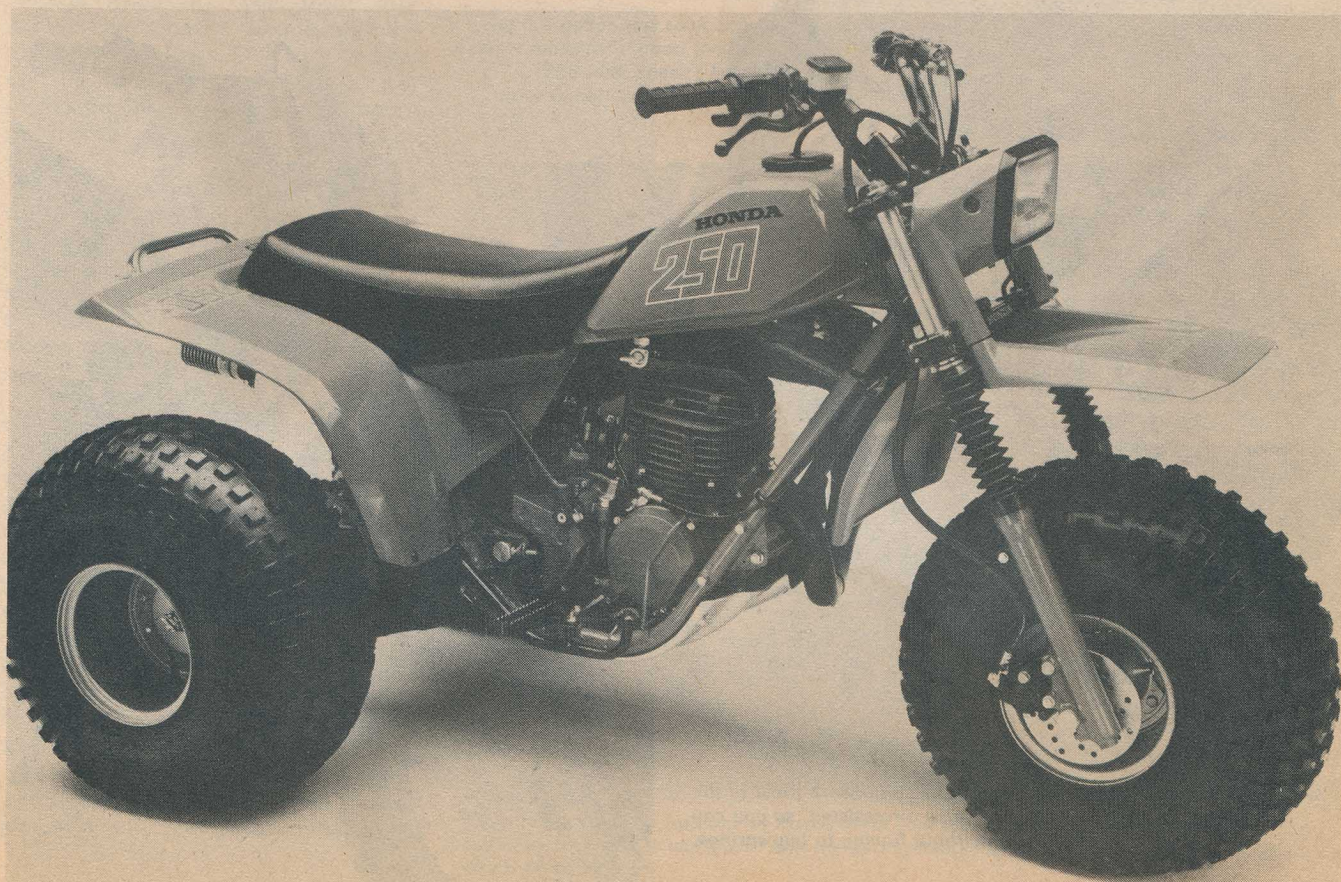
*A farmer's tool turns into a family's toy*  
**THREE WHEELING**

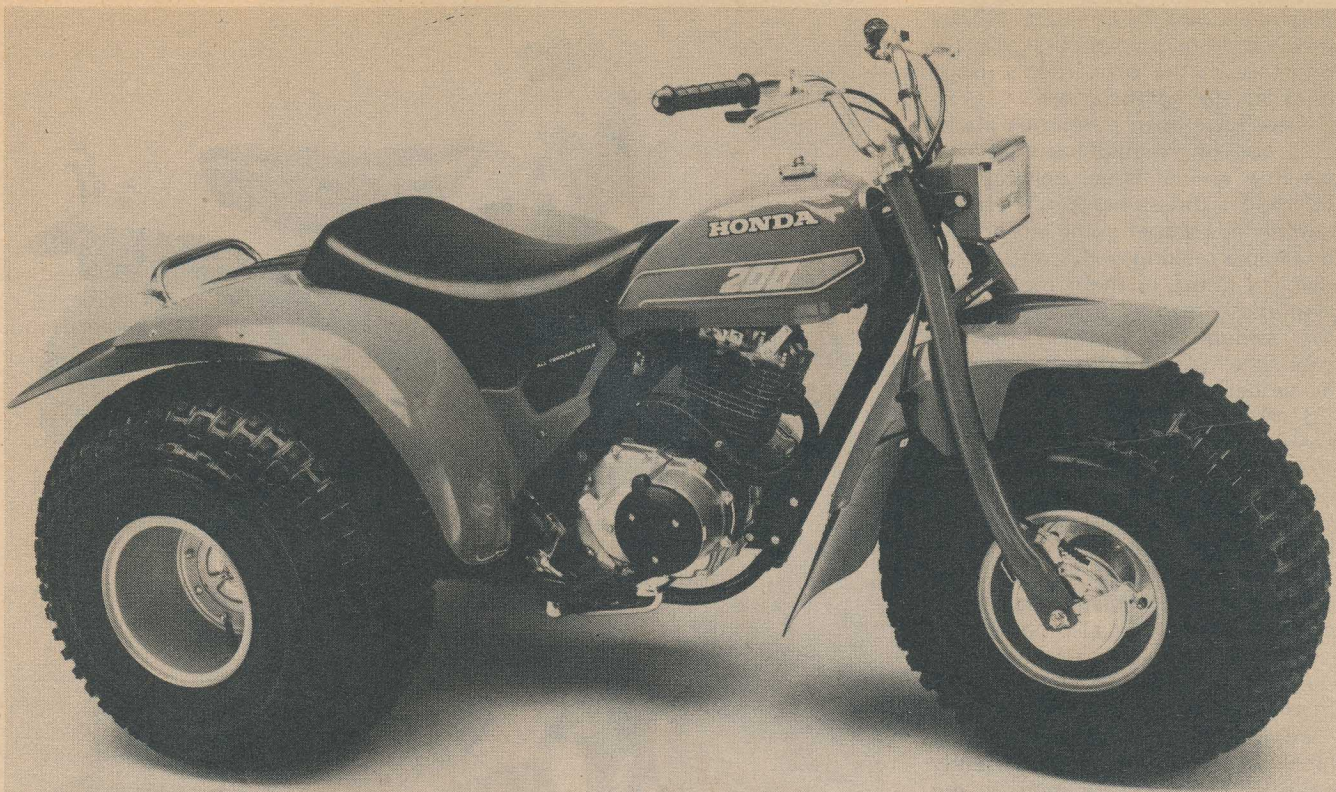


**E**ven though they didn't invent the idea, the folks over at Honda are responsible for the sudden popularity of the three-wheeler. What started out as a piece of cheap labor for farmers and slow but regular sales for Honda has turned into its own industry. ATCs, ATVs, Three-Wheelers—call them what you want, but they're here to stay.

In the last two years the three wheeler world has taken giant leaps forward. Honda introduced its most popular model, the ATC250R which is currently outselling any Honda dirt bike. The rest of the Honda line-up includes machines in various sizes all the way down to a model for the eight year old. Although they won't release sales figures, it's rumored that Honda sold more three-wheelers this year than two-wheelers—by an incredibly strong margin.

When the Three-Wheeler steam-roller built up momentum in 1980, Yamaha jumped into the market. Yamaha introduced its first model, a 125 and soon followed it with a 175cc size. There are larger and smaller engine sizes on the horizon (if not already on the boat) headed for the US.

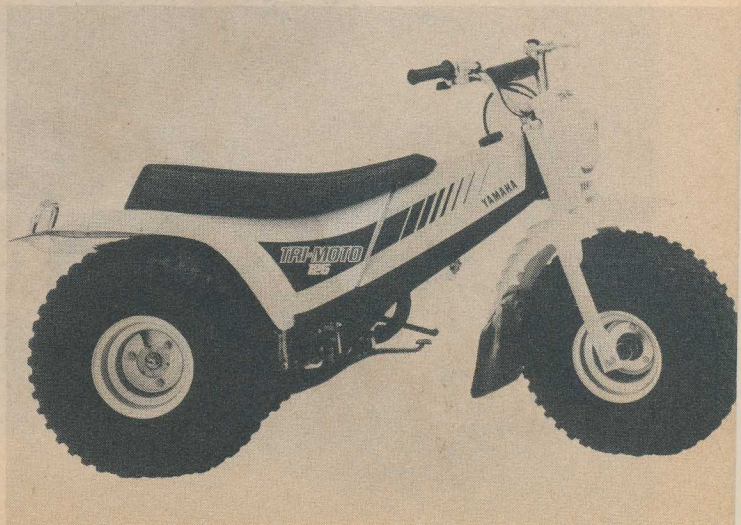
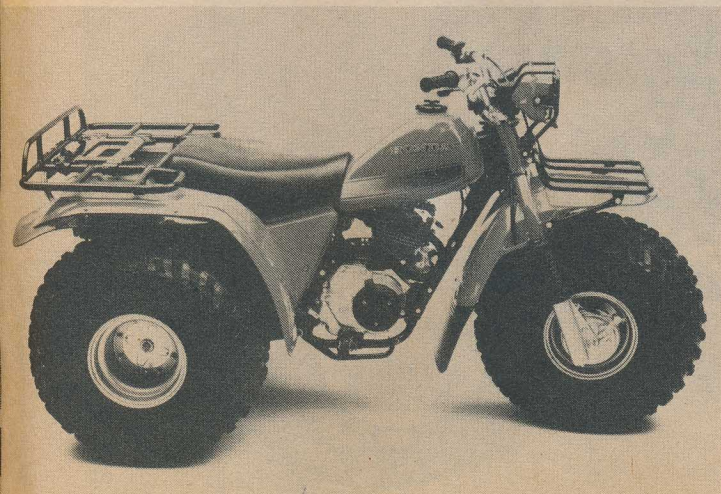




Kawasaki is diving in, already enjoying the surprising success of the KLT 200. It has been joined by a new KLT 250 with advanced suspension. There are also a few 250 and 420 two-stroke versions floating around as "experiments."

Of the big four only Suzuki remains quiet. Putting a lot of attention into street machinery, exploring new avenues of style and design. Suzuki is probably at this minute scrambling to get three-wheelers from the design board to the dealer's floor.

And there are others. Husqvarna will soon release a 250cc-based three-wheeler. Can-AM is reportedly working on a version, yet its snowmobile division has printed ads that



seem to suggest the banning of three-wheelers from snowmobile trails—even though the two group's usage times are six months apart.

There have been numerous magazines, both on a regular basis and on a one-time special issue, delving into the world of three wheelers. There is a monthly newspaper going strong and the people making goodies for three wheelers (most of them motorcycle people) are reaping benefits from a very strong and growing market. Even *Time* magazine did a write-up on the suddenly popular sport.

Because it's been such a recent explosion, there aren't a lot of figures available on who's riding three-wheelers and how many of them are actually out there. Most people agree that the three-wheeler riders are a 50/50 mix of former motorcyclists and non-motorcyclists. It's a family orientated sport, but also has a very active racing network, and the three-wheeler crowd just had its first World Championship event.

We've included a few photos of the three wheelers that are currently available. There will be more in the coming years. Factories are working on both established ideas and new applications for three wheelers. There are indications that at least two of the Japanese bike manufactures are working on experiments including the feasibility of street legal three wheelers.

Three Wheelers. Nobody knows where it will all end. The only thing we know for sure is that it just started.

