

WHEN "FASTEST" AIN'T ENOUGH

# YZ80J HOP-UP

## DG bolt-on horsepower and handling

By the DB Mini testers

On any given weekend, the starting line for the Mini Class is composed of at least half YZs, the other half Suzukis. It's common knowledge that the Yamaha 80 is the brute of the class. The motor, by virtue of its blazing power both at the mid-range and the top end, makes the YZ one of the most popular miniracers.



Engine modifications include Stage 5 porting, a DG Pro-Series pipe and milling and reshaping of the head. These additions to the already-peppy YZ give the bike an actual increase in power from the bottom to the top of the rpm range. The biggest boost — and a welcome one — was at the bottom and mid-range. In stock shape there is a void here; the DG mods gave it a healthy increase.

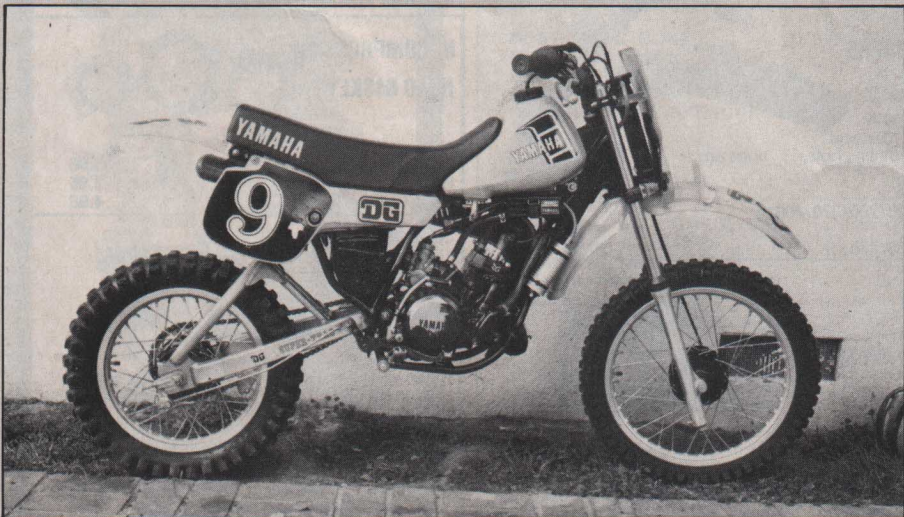


We've put lots of racing time on the YZ. In stock trim the bike is competitive, perfect for most miniracers. In order to get an edge on the field, both in the motor and the suspension, we turned to DG for its bolt-on kit.

Why, then, is it that many of the top riders modify their mounts? Why do they need more power, more travel, and less weight? Simple: to gain an advantage over their buddies who ride stockers. A pound or two here, a little more stable over the fast whoops, suspension that is more forgiving than stock, letting the rider go harder for just a little longer . . . it all adds up.

Miniracing is just as dog-eat-dog as professional Supercross. To get that extra boost — that racer's edge — DG offers a complete kit for the YZ owner. The kit contains everything from suspension goodies to pipes, porting and airboxes. These are very serious modifications that cost serious bucks and are intended for the very serious racer.

We put the DG hardware on a stock YZ80 and raced the bike. Our YZ mini tester cut about three seconds a lap off his normal lap time and raved about the performance. One word of caution: This is not a play kit and is for a racer. A rider should have a reasonable amount of experience before mounting these hot items. □



Both front and rear suspensions are altered radically with the use of a Terry fork kit and a DG aluminum swingarm. Combine this with a Works Performance shock and it's major league time. The rear end, once modified, becomes state of the art, both in feel and its ability to soak up larger bumps with better action. Travel is increased almost two inches. The fork kit balances the suspension, while allowing for better damping action. Because of the increase in travel, the seat height is an inch and a half higher than stock.

### WHERE TO GET IT AND WHAT IT COSTS

#### YZ80J COMPONENTS

Pro Series Pipe . . . . .	\$84.50
Aluminum Swingarm . . . . .	229.00
Head Modification Only . . . . .	30.00
(Includes milling, reshaping and polishing of combustion chamber)	
Stage 5 Porting and Head Mod. . . . .	120.00
Front Panel . . . . .	15.50
Side Breather Airbox . . . . .	69.00
Works Performance Shock . . . . .	195.00
Fork Kit . . . . .	45.00
Mini Crossbar Pad . . . . .	4.50
DG Mini Bars . . . . .	24.50
Oakley Grips . . . . .	5.95
DG Gold Aluminum Silencer . . . . .	45.95

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