

SUZUKI RM250: STAGE 2 ALERT!

DIRT BIKE

MARCH 1982
\$1.50 UK80P

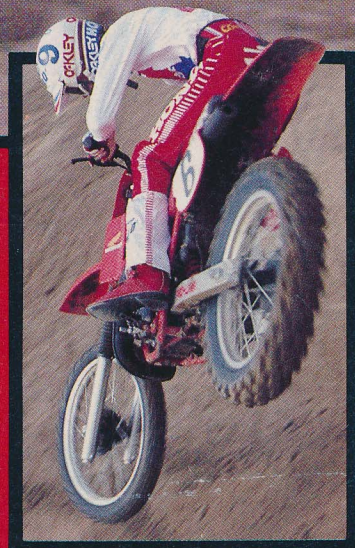
HONDA CR250: DeCoster's magic touch



**Johnny
O'Mara**

KDX 175: Still on top?

LOST POWER? Renew your roost



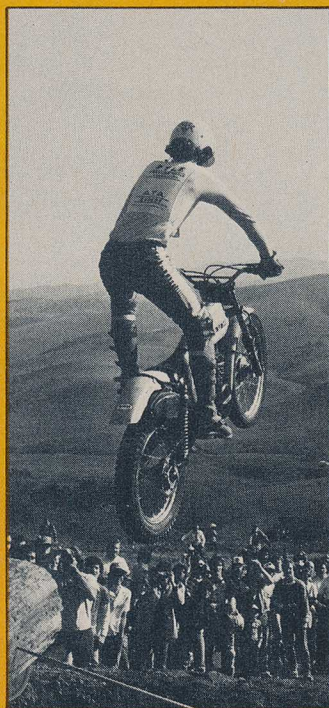
ISSN 0364-1546



YZ VS. RM



CAN-AM QUALIFIER



TRIAL DE ESPAÑA



KAWASAKI KDX

TESTS

- 26 HONDA CR250R**
All new, all better
- 42 KAWASAKI KDX175 A3**
More horsepower for the lightweight champ
- 48 RM60/YZ60 SHOOTOUT**
Micro minis meet head on
- 58 CAN-AM 175 QUALIFIER**
Still kicking after all these years

TECHNICAL

- 32 VIBRATION: CAUSES AND CURES**
Keep the buzzing down to a minimum
- 34 SETTING UP A DESERT BIKE**
Tips for the great rocky void
- 50 RM250 HOP-UP TRICKS**
Zoot up your Z and get crazy
- 62 LOST POWER**
Where to find what you're missing

FEATURES

- 40 ANNUAL BARSTOW TO VEGAS TRAILRIDE**
Snow and freezing rain . . . this is the desert?
- 54 TRIAL DE ESPAÑA**
Dirt Bike rides slow for a change

DEPARTMENTS

- 7 FROM THE SADDLE**
A touch of class
- 8 LAST OVER**
Antiques
- 10 BITS AND PIECES**
Newsbeat
- 12 MISTER KNOW-IT-ALL**
Techbeat
- 18 RIDER'S WRITE**
Viewsbeat
- 22 NEW PRODUCTS**
Moneybeat
- 72 CRASH AND BURN**
Just plain beat

ON THE COVER: — Johnny O'Mara tries a number of poses on the all-new CR250; and yes, he did go on to win the race. Photos by Paul Clipper and Tom Webb.

DIRT BIKE Magazine, ISSN 0364-1546 (Mar. '82) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$12.98 for 12 issues (one year). Foreign subscriptions add \$5 per year and Canada \$4 per year for additional postage. Copyright © 1982 by Daisy Hi-Torque Publishing Co., Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. **CONTRIBUTORS:** Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributors must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Co., Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional offices. **DIRT BIKE**, P.O. Box 317, Encino, California 91316.

SLOW SPENDING... FAST RESULTS

SUZUKI RM250Z

HOP-UP TRICKS

Fine tuning the hot one

As of this writing, we've had the Suzuki RM250Z in our possession for about two months. During this period of time, it's been raced five weekends and was ridden at least nine or ten times during the weekdays. We have learned a whole lot about the bike, and, since we feel it's one of the big breakthroughs of the year, we thought you might like to find out what we learned. To be honest, our test was rushed a bit to meet deadline, but we found out much more about the bike as we rode and raced it.

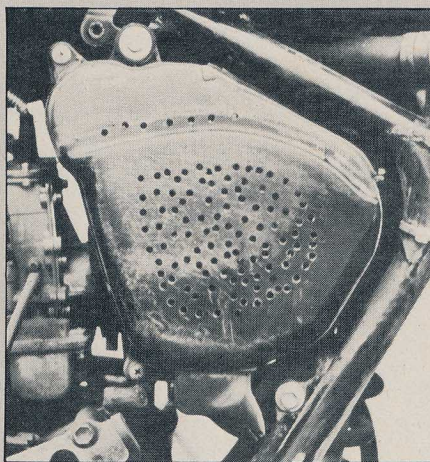
First things first. Not only is the RM very fast...it's now even faster. It seems to take six to eight hours of hard riding before the RM starts to loosen up and breathe deeply. Also, we came waaay down on our jetting. The pilot and main jet were left alone, but we dropped from a 300 main (as delivered) to a 270 main—and the plug still looks good.

As we played with the jetting, we also installed a set of Boyesen dual-stage reeds. There's a slight problem getting the reeds to fit in the manifold after the Boyesens are installed; the slightly thicker dual-stage reeds make the screws stick up a fraction too far for clearance. You have several choices: grind a bit away on the manifold, file the screws down a few thou', or order your Suzy reeds from Krause Racing. They supply the Suzuki reeds with different screws. We chose yet another route...that is, installing the trick reeds without the reed stops. Be warned, though, as this technique will shorten reed life.

FILTERFACTS

Several companies sell trick airboxes for the RMs. We didn't have any of those plastic wonders handy, so we merely drilled dozens of small holes (1/8-inch) in the side of each airbox cover. Small holes were used to keep mud and water from easily entering and getting to the foam.

There are two separate filters on the Suzuki, each with two layers of foam. On ours, we took the coarse, outer layer of foam and cut most of it away, leaving the fine inner foam to do the filtering work. With the drilled holes and the cut foam, we noticed an immediate gain in power and engine response, especially at low- and mid-range rpm.



We drilled a zillion tiny holes in each side of the airbox cover. This let the air in, but kept mud and water out.

Without exception, we ran a 32:1 gas/oil ratio. The altitude in our area is normally in the 1500- to 2000-foot range. And, like we said, we ended up with a 270 main jet and all the other brass stock. Adjust your bike accordingly.

BUGS AND GLITCHES

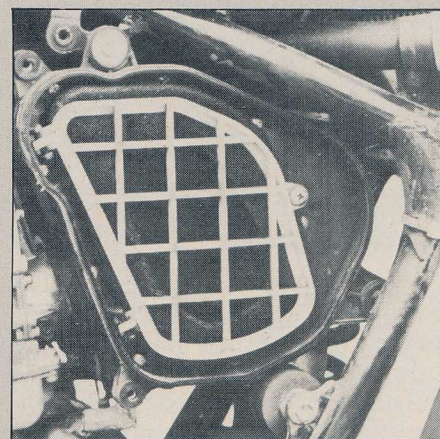
A few things bothered us on the RM. First off, there was a hammering sound from the exhaust pipe. At first, we thought it was due to loose head pipe springs, but it was traced to the first cone of the chamber hitting the right front motor mount bolt. A discreet tap with a hammer got us the needed clearance. It would be a good idea to check along the entire length of the pipe for contact in various spots, as the pipe is bulky and runs close in to some frame tubes and brackets.

We also found that the silencer spring was way too loose and vibrated around badly, deeply gouging the spring holding loops at both ends. Either get a shorter, stronger spring, or weld a new holding loop about an inch further away from the old one on the stinger.

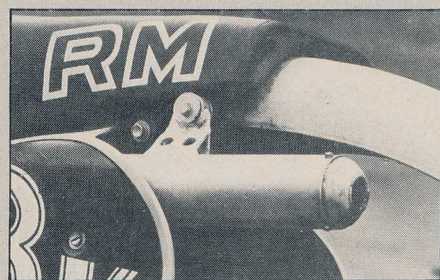
While we were at it, an Answer Products silencer was installed in place of the stock muffler. This is the same as last year's unit, if you're curious. We saved some weight, but noted that the silencer was about one inch shorter than stock. Answer told us they designed it this way based on the reports from Marty Moates and Gary Semics, who felt that it gave them a slight increase in low-end punch.

SUSPENSION

It took quite a while to get the bike dialed in. It proved extremely sensitive to very slight changes in oil levels and preload. Up front, we used five-weight Kal-Gard fork oil, five and one-half in-



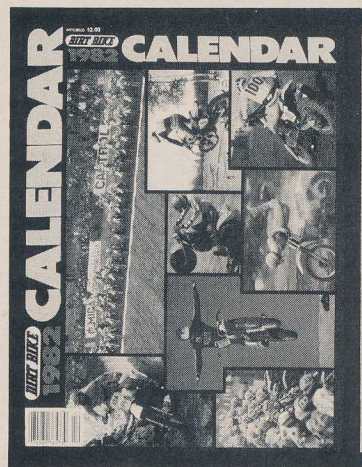
The coarse, outer foam layer was cut away for improved breathing. Once this was done, we had to lean the jetting way out.



An Answer Products aluminum muffler saved weight and the shorter length added a bit to the low-end snap of the bike.

ches from the top of the tube, with the forks compressed. Normally, we ran no air in the forks, but for a high-speed Grand Prix with lots of whoops, it was found that one and one-half psi of air stopped any steering head shake when coming down from speed—without affecting the handling.





THE OFFICIAL DIRT BIKE MAGAZINE

1982 CALENDAR

- FULL-COLOR ACTION PHOTOS • IMPORTANT RACING DATES • USEFUL INFORMATION • STEVE McQUEEN BIOGRAPHY • HISTORY OF DIRT BIKE MAGAZINE • AND MUCH MORE!

Make check or money order payable to:
1982 DIRT BIKE CALENDAR
 Box 317 • Encino • California • 91316

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

(Please enclose \$2.50 plus 75 cents postage and handling for each copy ordered. Canada add \$1.50 and all other foreign add \$2.50 postage and handling for each copy ordered. All items will be shipped surface mail. U.S. funds, please.)

DB3-2

FAST RESULTS

At the rear, we used the number two rebound adjusting click and ran a fairly light preload. Normally, we ran the total length of the spring right at 11 inches. Small changes in the preload made enormous changes in how the bike turned. We'd advise just going a quarter-turn at a time in either direction and then testriding the bike. Full turns on the preload are simply too much. *Way* too much.

After the initial test and photo sessions, the fork boots were cut off and thrown away. We found a substantial amount of crud under the boots, anyway, so they offer very little in the way of protection. Also, the bike looks spiffier without them.

RUBBER

After the stock tires got a bit burned out, we put a 3.00 x 21 two-ply Metzeler up front and a brand-new experimental three-ply Metz at the rear. Hot stuff! The two-ply work as expected. Excellent. The surprise, however, was that the three-ply performed well and wore like iron. Quite a contradiction in what we've come to expect from high-performance tires. Pressures in the new three-ply tires are more in the "normal" range, 10 to 12 pounds. And they're even lighter than the two-ply items. The size was 4.50 x 18, a fairly hefty slab of rubber for a 250.

WEIGHT LOSS

Check this out: the Suzuki started out life at a rather incredible 214 pounds, bone dry. By removing the sidestand, bolts, stand spring, switching to new tires and installing the aluminum muffler, we managed to shave off five full pounds. This means that our 250 Suzy is lighter than most 125s, weighing in at a feathery 209 pounds, empty. Add ten pounds of gas, oil and water, and you've got a 250 that feels like a 125 with muscle.

ODDS, ENDS AND DETAILS

Some Suzukis will have the radiator plastic shroud pop out a bit from the tank. This can be a boot-snagger. A zip-tie will snug it back into place.

Sprockets wear quickly on all of the RMs, with the 250 being especially susceptible. A Sidewinder sprocket was installed, and, in addition to channeling out the mud, it appears to have about twice the life span of a stocker. Too, the anodized gold of the Sidewinder adds to the looks of the RM.

If you happen to bend the tip of the brake pedal, be very careful when



THERE'S NOTHING FUNNIER THAN THE ALL-NEW CRASH & BURN

THE COMPLETE PHOTO BOOK ON THE WORLD'S MOST INCREDIBLY FUNNY MOMENTS IN MOTORCYCLE MISHAPS.

If I'm ready to laugh at the other guy for a change. Please send _____ copies of the All-New February Issue of **CRASH & BURN**.

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Make check or money order payable to:
CRASH & BURN / February 1982
 Box 317 • Encino • California • 91316

Please enclose \$2.50 plus 75 cents postage and handling for each copy ordered. Canada add \$1.50 and all other foreign add \$2.50 postage and handling for each copy ordered. All items will be shipped by surface mail. (U.S. funds, please.)

DB3-2

Before you spend \$2000 on a bike, \$130 on leathers, \$135 on a helmet, \$20 each on jerseys, \$35 on gloves and \$140 on boots . . . spend \$2.50 on

1982 DIRT BIKE BUYER'S GUIDE

WHAT'S IN IT FOR YOU? **EVERYTHING!**

I want all the facts FIRST this time! Please send _____ copies of the 1982 DIRT BIKE BUYER'S GUIDE immediately!

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Make check or money order payable to:
1982 DIRT BIKE BUYER'S GUIDE • Box 317
 Encino • California • 91316

Please enclose \$2.50 plus 75 cents postage and handling for each copy ordered. Canada add \$1.50 and all other foreign add \$2.50 postage and handling for each copy ordered. All items will be shipped by surface mail. U.S. funds, please.

DB3-2

COUNTDOWN

THE ENDURO EXPERTS PLASTIC GAS TANKS

\$59.95 plus \$3.00 shipping

HONDA (NON-PRO-LINK)		YAMAHA	
<input type="checkbox"/> XR/XL185/200	.....2.7	<input type="checkbox"/> YZ250/400 pre'77	.....3.7
<input type="checkbox"/> XR/XL250/500	.....2.7	<input type="checkbox"/> YZ250/400 '77-'79	.....3.7
<input type="checkbox"/> XR/XL250/500	.....3.7	<input type="checkbox"/> YZ250/465 '80-'81	.....4.0
<input type="checkbox"/> CR250 '78-'80	.....3.1		
<input type="checkbox"/> CR450 (Pro-Link)	.....3.7		
HUSKY		KAWASAKI	
<input type="checkbox"/> All pre '81	.....3.7	<input type="checkbox"/> KX/KDX125/175	.....2.7
<input type="checkbox"/> AE420	.....3.7	<input type="checkbox"/> KX/KDX250/420	.....3.7
<input type="checkbox"/> All '81-'82	.....3.7		

Circle color desired:
 Red Yellow Green
 Black Blue Silver

DB Enduro Rider's Handbook \$3.00
 Color catalog and decal . . . Refundable \$4.00
 "I Come On Time" T-shirt . . . \$6.95

COUNTDOWN (213) 348-8381
 22102 Covello St. Ste.D
 Canoga Park, CA 91303

NAME _____

STREET _____ DB3-2

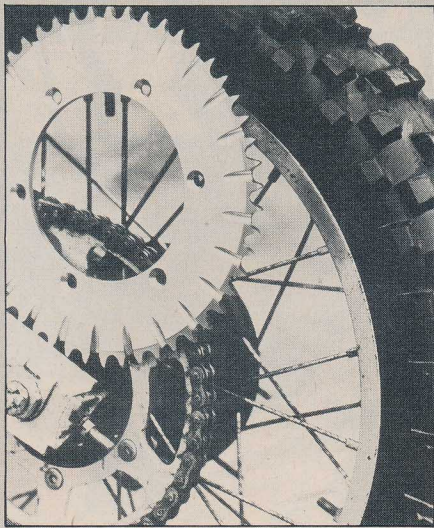
CITY STATE _____

ZIP CODE _____

PHONE _____ AMT ENC \$

()
 MAKE MODEL YEAR _____

AAProducts



A Sidewinder sprocket was installed after we packed our chain with mud and ruined our rear sprocket. Also, the rear sprocket simply does not last long.

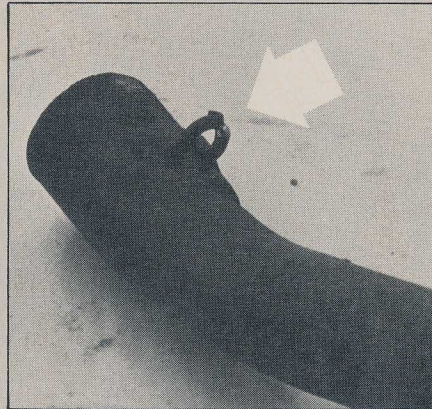
straightening it out—the tip can snap off if twisted too much.

The shifter is a bit long for size ten feet. A half-inch shorter makes things much easier. Keep an eye on the bottom chain roller, as it has a tendency to go away in the night.

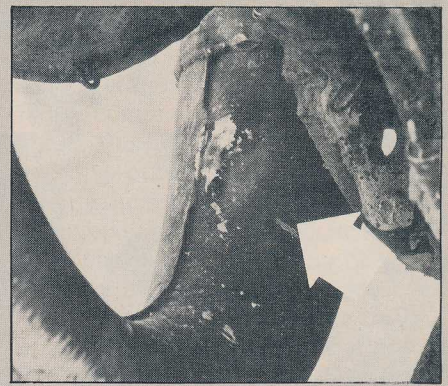
Shorten the kill button bolt before it sticks you in the thigh really good. Be warned on that! Keep an extra eye on

the long bottom motor mount bolts. You can just about forget the spokes. Once they're seated, the occasional check is all that's needed. These are simply the best wheels in the industry. The rear brake is small and loses effectiveness, if abused. Clean the shoes regularly to keep them working right.

After break-in, some Kal-Gard four-plus oil—the black stuff, with the moly—was slipped into the gearbox. It improved shifting noticeably, but the throw from first to second is still long and must be passed through deliberately.



A too-loose spring that holds the muffer in place will cause heavy wear on both spring hooks.



The pipe on the RM250 can hammer on a front motor mount; to stop it, whap on the pipe with a blunt object and make a small dent.

WELL... WHATAWEGOT?

What we've got is the fastest 250 around. It's pulled holeshots in most of the motos and, in some cases, there have been Open bikes on the line with the RM. From corner to corner, it's a full-blown rocket! Virtually nothing short of a 500cc machine can stay with it in a drag race. Not too bad, eh?

Still, we've got something else in store for the RM250. It's new, wierd and different. You'll find out about it in these pages in the next month or so. All we can say is that it'll give you a "lump in your throat." □



PAUL DENIS

STEVE SKIBEL

PHOTO: REX REESE.



DG accessories and apparel are sold individually through finer motorcycle dealers.

DG PERFORMANCE SPECIALTIES INC. 714-630-5471

1230 La Loma Circle, Dept. MC, Anaheim, CA 92806

David Riley

BOLT ON HORSEPOWER FROM DG PERFORMANCE

<input type="checkbox"/> Complete Mini Racer	\$1900.00
<input type="checkbox"/> DG Hi Pipes	79.50
<input type="checkbox"/> DG Radial Heads	68.50
<input type="checkbox"/> Pre Jetted Mikuni Carburetor	59.50
<input type="checkbox"/> Power Canister	39.50
<input type="checkbox"/> Air Box	49.50
<input type="checkbox"/> Fork Kit	44.50
<input type="checkbox"/> Swing Arm	189.50
<input type="checkbox"/> Mini Stadium Plate	8.00
<input type="checkbox"/> Tank Decals	10.00

SIZE

<input type="checkbox"/> Team Jersey	17.50
<input type="checkbox"/> Team Pants	99.50
<input type="checkbox"/> Scott Gloves	27.50
<input type="checkbox"/> Sidi Boots	159.50
<input type="checkbox"/> Chest Protector	39.50
<input type="checkbox"/> Catalog	1.00
United Parcel Shipping	3.00

Calif. residents include 6% Sales Tax

Circle Team:

YAMAHA HONDA SUZUKI KAWASAKI TEAM DG.

Bike _____
year make model cc

Name _____

Address _____

City/State _____

Zip _____ Phone _____

Charge M/C Visa Exp. _____

Card # _____