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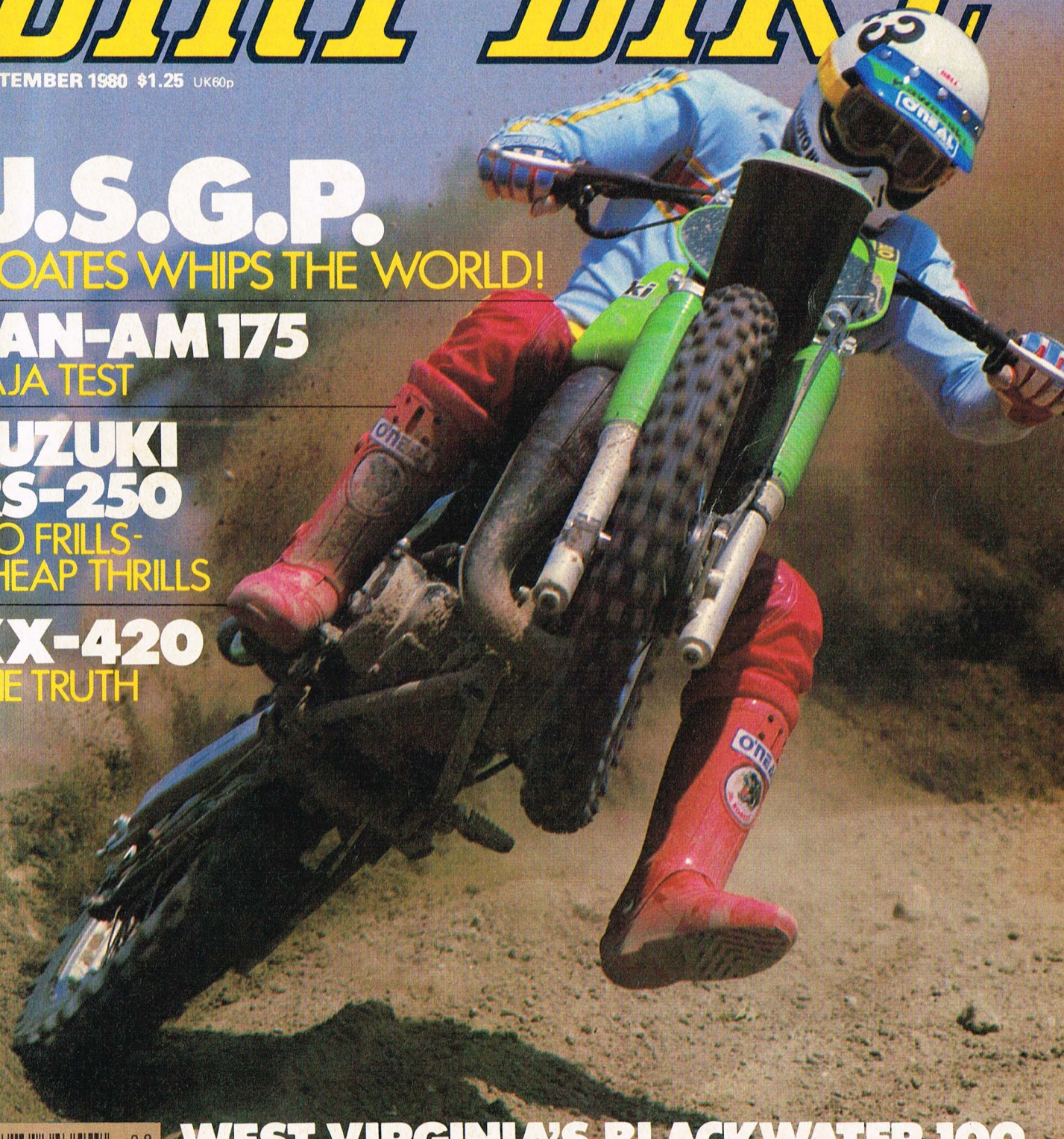
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It's our middle name



DIRT BIKE

SEPTEMBER 1980

VOLUME 10, NO. 9



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SMALL SCALE EXOTICA

DG WORKS 80s

What Dreams Are Made Of

By The Staff of Dirt Bike

Trick. Exotic. Works. Radical. Those are just some of the things we hear when somebody starts drooling over a Team DG racer. It's not our kind of language, though. We here in the plush, well-lit, padded DIRT BIKE offices don't often have a test bike with that character. We are mostly straightforward with our tests, using stock bikes that anybody can go out and buy. Building the "ultimate racer," using parts and accessories affordable only to the comfortably well-off, isn't our neck of the woods. We do it as if the money were coming straight out of our pockets, just like the average dirt bike rider.

But, when DG Performance Specialties offered us four of their works 80cc moto minis to thrash around for a while, we broke tradition a bit. Since it has only been a couple of months since the 80 shootout, we thought you might be interested in what the top privateers are running on the national minicycle circuit, as well as what it would cost you to have an honest-to-gawd Team DG race bike of your very own.

Thus, a 1980 Yamaha, Suzuki, Honda and Kawasaki 80 together for a little evaluation. This is not a shootout, but rather a no-holds-barred effort on each bike, how they did it, and what the benefits of each modification are.

The mods are broken down into categories, and we'll cover what makes up these mini-missiles, from their powerful motors, to the cosmetic re-designing. You'll also find a parts and price breakdown chart, as well as the prices for a complete DG package racer.



silencers were tacked onto the pipes. These silencers not only offer quieter performance, but are totally rebuildable, and lighter than the stockers. New Pro Flow air scoops were designed specifically for the minis, and while the Honda is the only one sporting the cooler, DG now has scoops available for all the bikes.

The purpose of the scoops is to direct the airflow onto the engine and keep it running cooler longer, keeping the maximum horsepower output available while the engines scream the entire moto. As mentioned, reed valves were installed only on the RM and YZ, a two-petal item for the Suzuki and a four-flapper for the Yamaha; designing is now under way for KX and CR reeds in the DG R&D department.

Two different kits are available from DG if you don't feel like all of the trickiness above: an Expert kit and an Intermediate engine kit. The Expert includes a special head, pipe, carb, filter and porting, along with a DG T-shirt, jersey and team hat, while the Intermediate comes with a different pipe, the head, carb, filter, T-shirt, jersey and hat. All of the kits come with Castrol "R" 30 racing lubricant, and the carburetors are jetted for the 20:1 bean oil mixture.

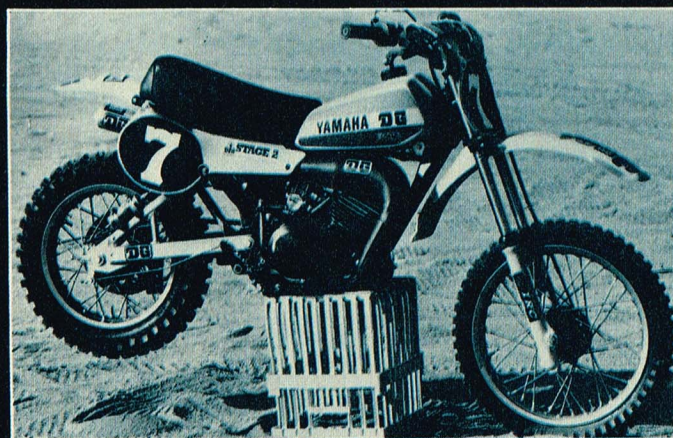
As for the gearing, all of the stock 420 chain and sprockets were removed. In their place, a 428 sprocket kit was installed to hoist the Tsubaki 428 chain, and higher gearing is run on all but the Suzuki. At the swingarms, new roller bearing-type chain tensioners are used to give smoother, tighter guidance and operation.

Engine Work/Gearing

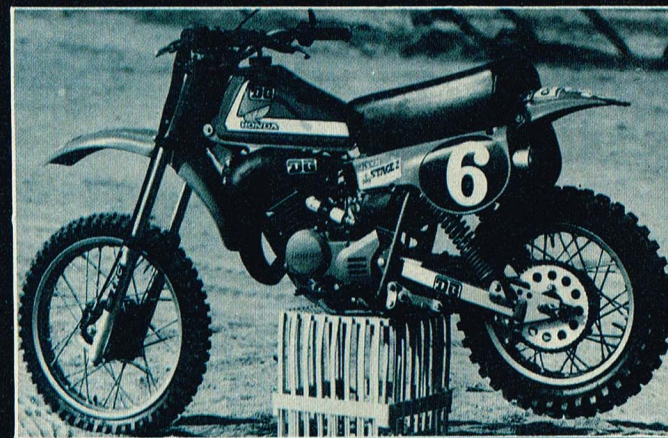
All of the engines received basically the same treatment, with the exception of different reed valves installed in the Suzuki and Yamaha. The DG Gold Radial head went on each motor, to give it more compression, as well as a claimed 40- to 60-percent gain in cooling capabilities. Inside the cylinder, DG Stage 5 porting was done.

The operation here was to blueprint the cylinder, raising the exhaust ports and lowering the intakes. To complement this, and Expert Hi-Pipe was installed, which increases the mid-range and overall power, while Mikuni 30mm carburetors were installed on the YZ, RM and KX, with a 28mm going on the CR.

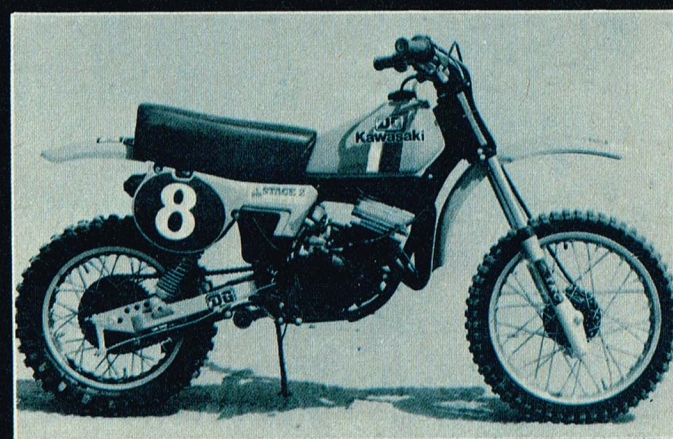
DG's Stage II filters were slipped inside the air box, and aluminum



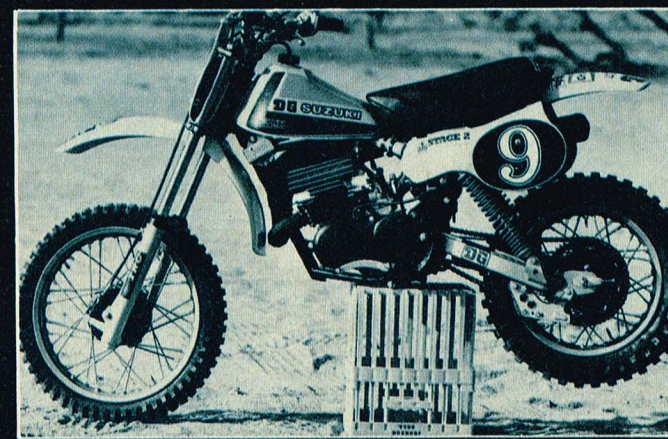
The lengthy DG Yamaha YZ80G.



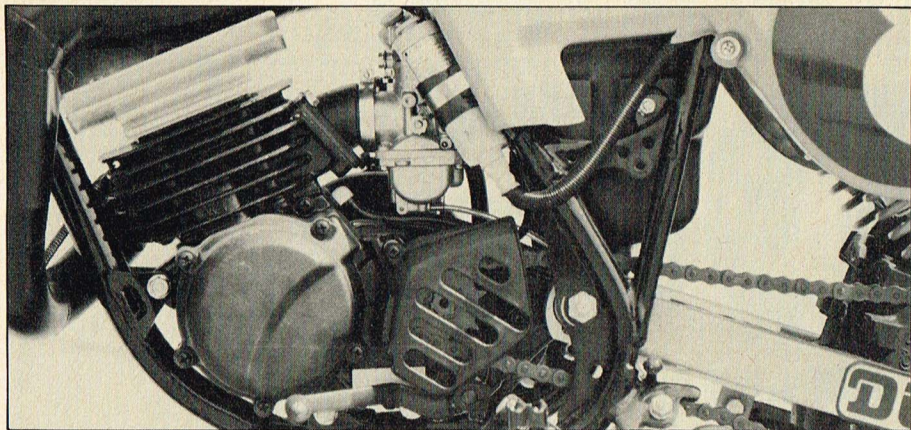
Honda CR 80 owners drool.



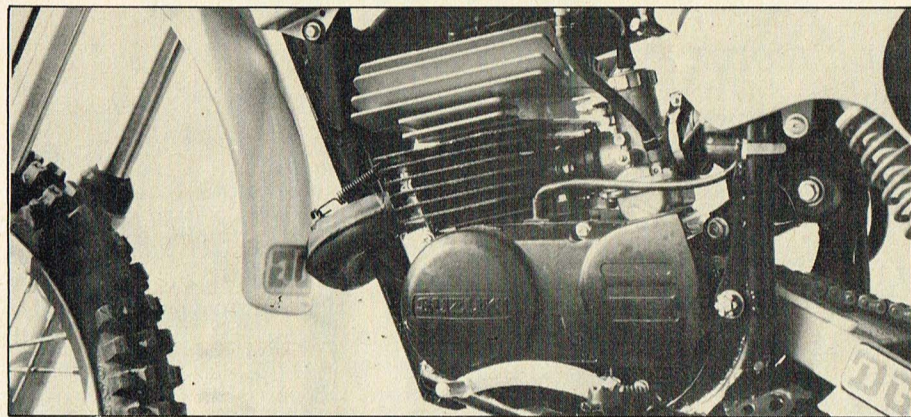
DG's modified Kawasaki.



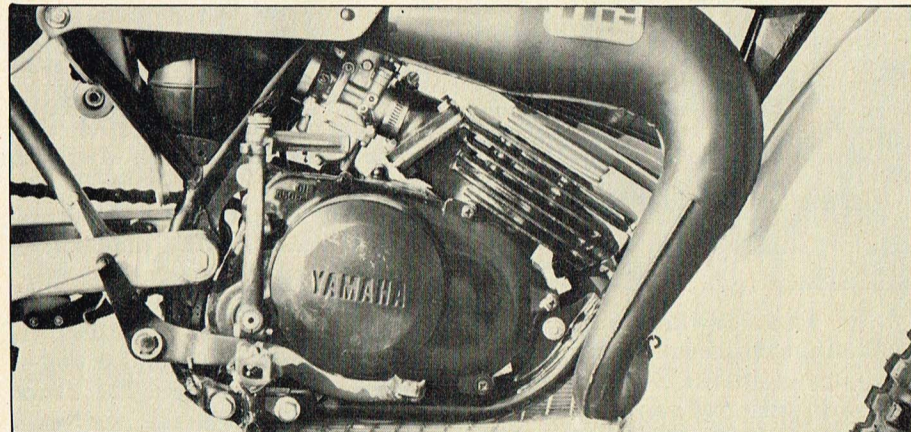
DG's Suzuki RM80T.



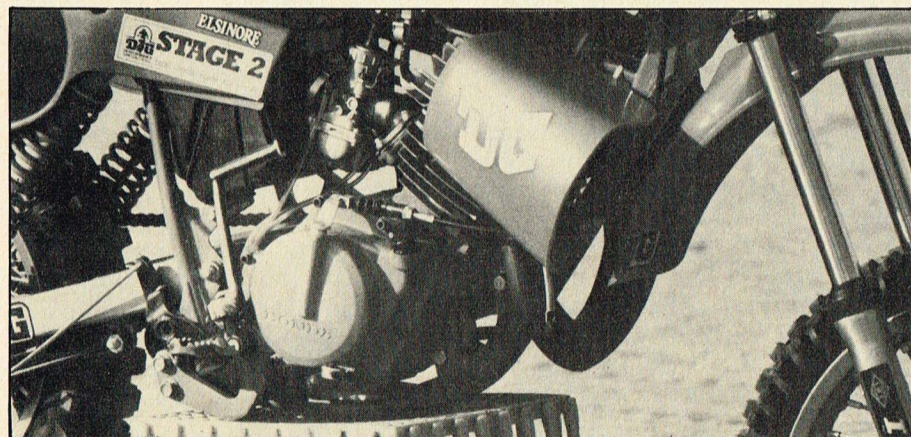
A new pipe, gold radial head and porting add up to a powerful combination on the DG 80.



The gold radial head is claimed to reduce heat buildup and keep the motor on full power longer.



The Expert kit—pipe, porting, head and carburetor—went into all of the 80s, and made the Yamaha a rocket.



Suspension/Handling

All of the bikes received somewhat similar changes in this category as well. At the rear, all four bikes received a DG gold swingarm (increased strength over the stock units). On the Yamaha, a Luft shock and reservoir was installed, which increased the travel an inch and a half, as well as giving better damping characteristics. On the other three dual shock rear ends, KYB reservoir shocks were installed, with medium springs. Travel increased at the back, Terry fork kits went into each set of legs, and an inch and a half was pulled out here. In place of the stock caps, air units went for more versatility, and on the legs, DG fork skins were fitted for protection.

Not only did the travel increase with the above modifications, but the ground clearance and seat height, too.

Rims and Tires

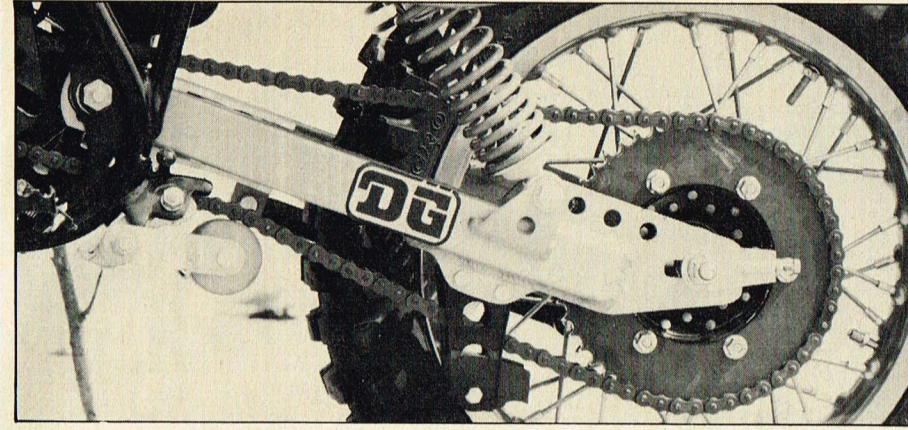
DG slipped glistening gold-anodized rims and spokes on all four bikes, 14-inchers on the back and 17s up front. The rims are new, stronger Akronts made of adonized aluminum alloy, while the spokes are eight-gauge. IRC tires were mounted front and rear, a 4.10 on back and a 2.75 at the head. The only difference here is that the Honda comes with a new axle and bearing set inside the rear wheel. The stock axle breaks easily, so DG built a chrome moly rod to replace and strengthen it.

Cosmetics

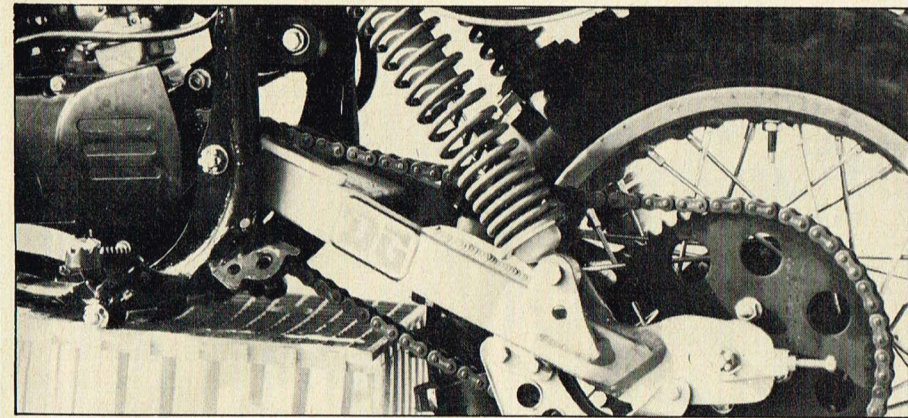
A lot of little changes here add up to make the DG mini racers different from any stockers around. A GP seat kit comes on every bike, to raise the foam and re-cover the stock saddle. Chrome moly handlebars are slapped on for strength, and fitted with aluminum alloy DeHandler levers, Oakley II grips, and a nine-inch cross-bar pad. The package is finished off with a new front number plate, and team tank decals.

The Complete Package Racer

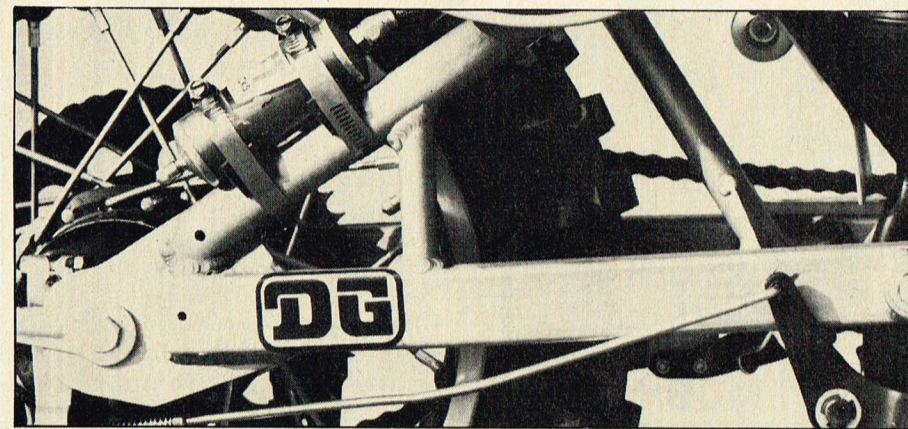
If you went out and bought all of these modifications separately, here's what your wallet would be facing, assuming that you already had the bike to begin with. For Suzuki RM80, the total of all the aforementioned parts and modifications would come to \$1067.40, while on the Kawasaki it's \$1007.45. The Honda's parts total would equal \$1036.45, and the Yamaha would come to \$1133.40. That's all separate, with you already owning the motorcycle.



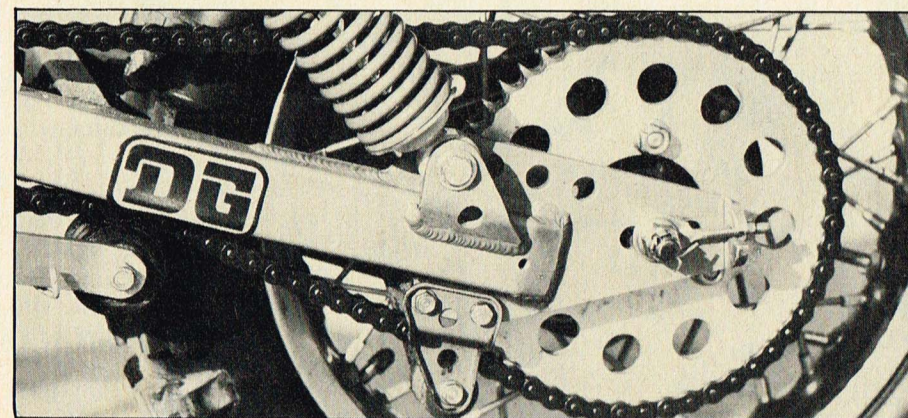
Along with the new swingarm and shocks, DG gave the Kawi a new chain guide and tensioning system to direct the bigger drive system.



Reservoir KYB shocks add an inch-plus to the rear travel, and the new chain and gearing give the bike a better, stronger pull.



A new swingarm and Luft shock add travel to the YZ's rear.



Again, DG put on a new swingarm, chain, gearing and guide/tensioner system for the Honda's rear end.

(Continued on page 70)

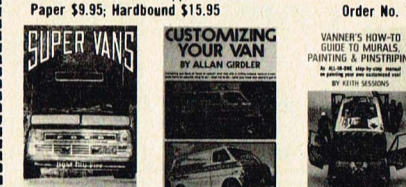
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(Continued from page 55)



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(Continued from page 49)

In the Old Timers Masters class, it was a Larry Shoemaker runaway, as Larry piloted his YZ465 to six straight moto wins over the two days. Dick Mann was tight in there for second spot on a nice XR500 with what appeared to be very conservative travel. His bike looked like it had no more than ten inches front and rear . . . not enough for the rough Mammoth track.

Two days of sunshine, perfect temperatures and fabulous racing were capped by the appearance of Bobby Hannah, making his first ride on a bike since his terrible leg injury last year. Bob put in three hot laps on a more or less standard Yamaha, much to the delight of the crowd.

While Bob was not exactly pressing it the first time back, he nonetheless turned in some 2:32 lap times, which were about the same as a strong-running Old Timers Expert.

With the long weekend of racing over, the campers, trucks and motor homes filed out of the Mammoth track and headed in all directions for home. Some of the drivers were clutching trophies, some were planning to get even, but all are planning to make it back to Mammoth. □

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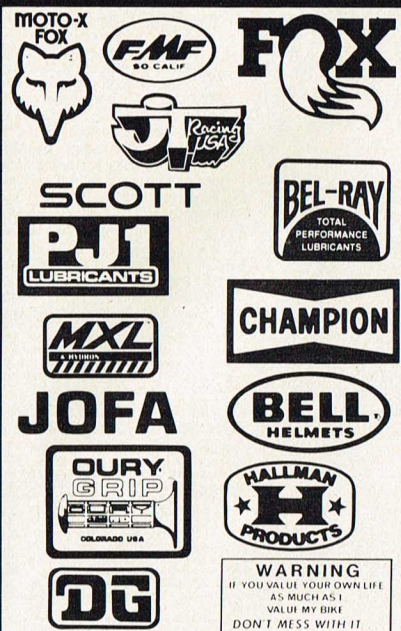
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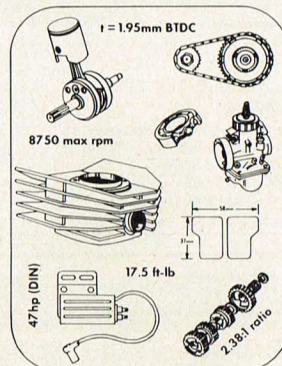
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