

WE RIDE THE YZ300F PLUS PASTRANA'S WORKS RM125

DIRT BIKE

WPS 34355

# DIRT BIKE

www.dirtbikemagazine.com

JULY 2001

# 2002 PREVIEW

## HONDA'S TITANIUM 4-STROKE YZ HUNTER

### NEW MODELS FROM HONDA & YAMAHA



### THE BIKE CARMICHAEL FEARS MOST?



2002 55-HP, 225LB. CRF450R



2002 YZ250F



2002 CR250R



PASTRANA'S #1 RM125

Attn. retailer: Please display until July 12

\$3.99 CANADA \$4.99

## GIANT DUAL SPORT ISSUE

### ADVENTURES, BIKES & PRODUCTS

ISSN 0364-1546

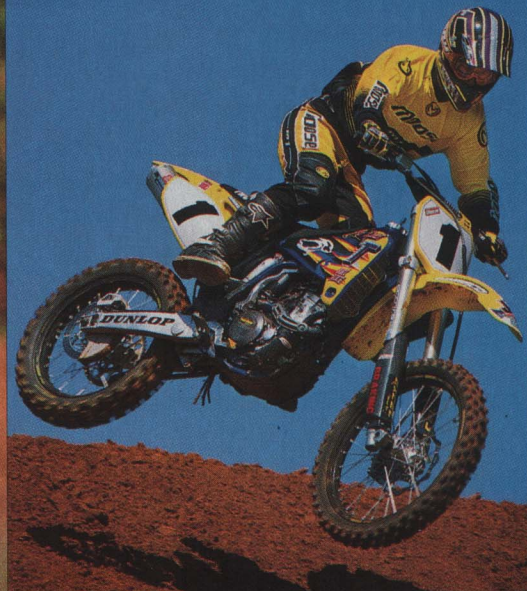
0 70989 34355 9







# THUMPER RACING YZ290F



*Stretching the YZ250F envelope at Swan MX*

By "Big Tex" Lump

As cool as the Honda XR250R is, we like it much better as a 280. That extra 30cc gives the bike so much snap that it's like a whole new motorcycle. So, why not do the same thing to a bike that already has some snap? Why not punch the Yamaha YZ250F out as big as she'll go? Thumper Racing has made a name for itself doing the same for DRs, XRs and KLXs, so why not make the highest-performing 250cc thumper even better?

Considering Yamaha's abandonment of the 400cc class with its 2001 WR426F, a 300F project isn't just an answer to a rhetorical question. Imagine a bike that runs like a 400 but weighs the same as a 250. The XR400R weighs 264 pounds, and a YZ250F weighs 226. Even the WR250F is 24 pounds lighter than an XR400. Making the 250F into a 300 could give it a better power-to-weight ratio than any 400, so we jumped at the chance to try out Thumper Racing's YZ290F prototype. And we'd be doing it at Swan MX Park, just days after Team Honda tested there.





# THUMPER RACING YZ290F



How big will the YZ250F go? Without increasing stroke, that would be 290cc. The Thumper Racing YZ290F clears Swan's 70-foot triple that gives 125cc pilots fits.

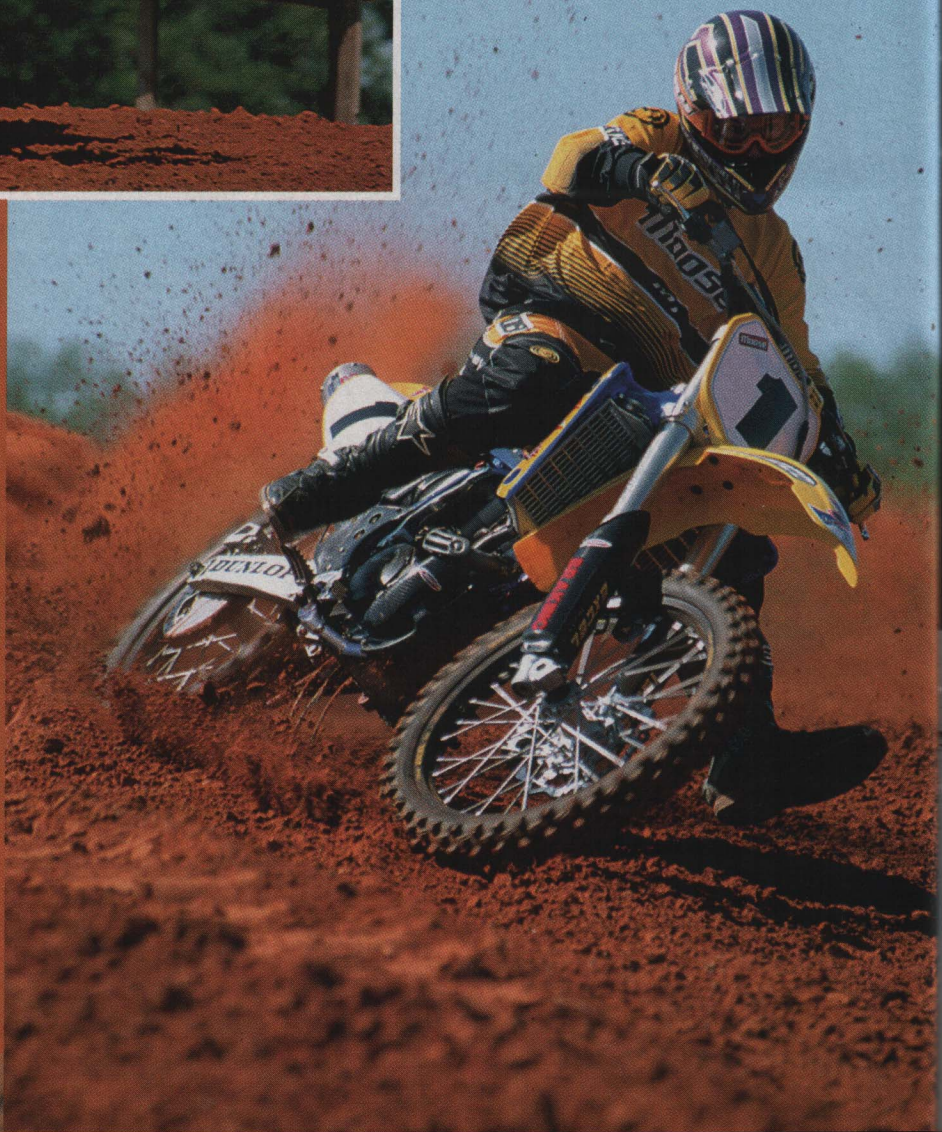
Where you have to ride a 250F like a funny-sounding 125, the 290F barks like a two-stroke 250 off of the bottom. Jody North demonstrates.

## THUMPER'S FIRST MOTOCROSS KIT

We've tested a lot of Thumper Racing's bikes over the years, like the DRZ500 and XR320, but they've all been off-road bikes. This would be Thumper's first foray into full-on motocross, so Gary Hazel built a YZF to rival the Yamaha of Troy thumpers in trickness. But the heart of the matter involved stuffing an 80mm piston into a cylinder with 77mm bore. Hazel had to cut through the Nikasil coating—*way* through it. Then a sleeve was pressed home, and the top-end was re-assembled with new gaskets and the stock head.

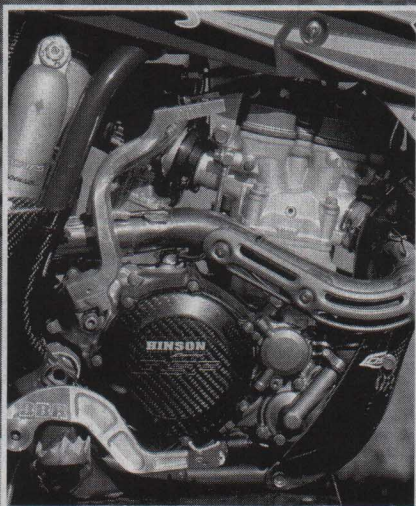
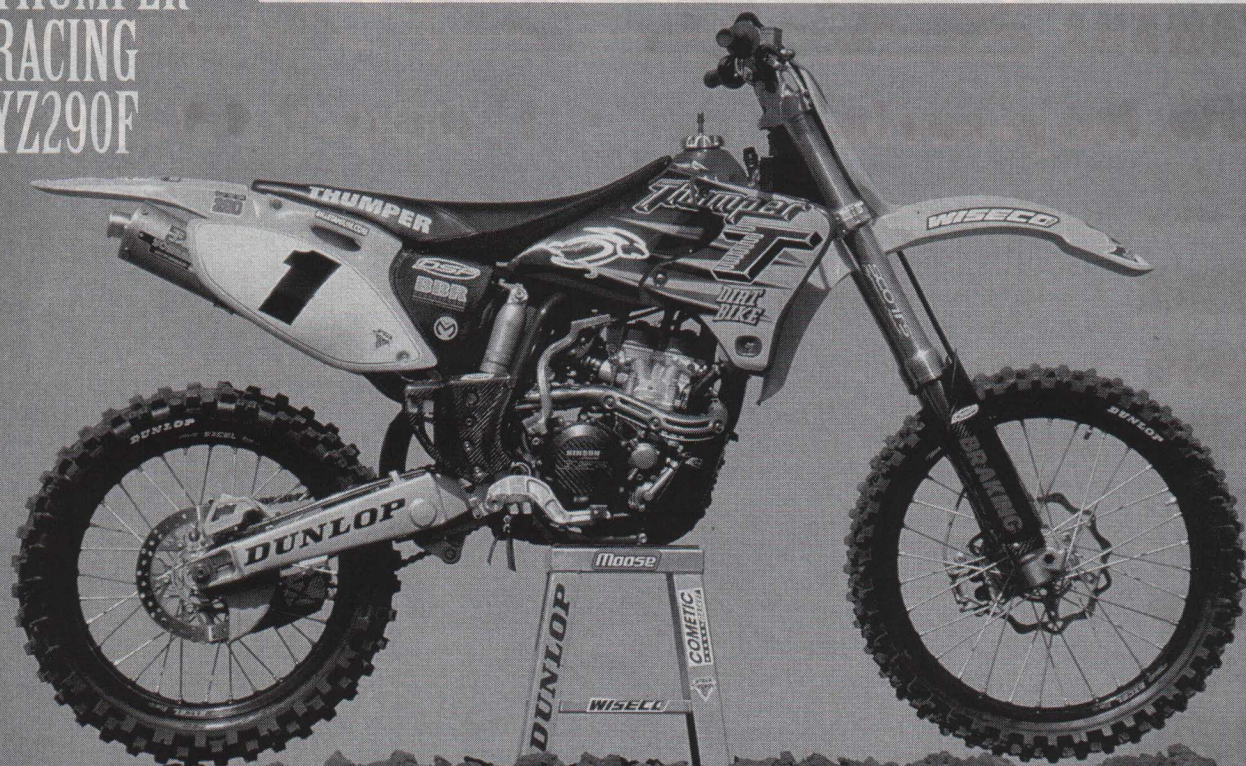
Big-bore kits tend to trade top-end for low, as the larger piston seldom weighs the same as the stocker. Thumper has gotten the 80mm slug to within three grams of the stock piston and is changing the wristpin taper in production to match stock weight. In testing, Hazel found he could trade away some of that new-found snap for more top-end by raising final gearing. We rode the bike with 13/47 gearing; 13/48 is stock.

Thumper tested the YZ290F with the DSP Henry airbox, 'Seca stack and pipes from Big Gun, FMF and Yoshimura. Liking the Yosh best, Hazel went with the full Ti exhaust. Besides a Hinson clutch





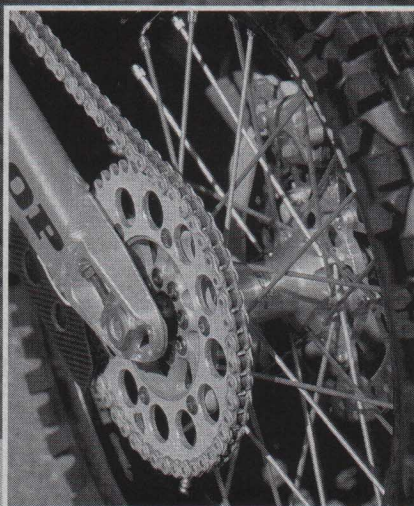
# THUMPER RACING YZ290F



To help deal with the extra torque, Thumper replaced the 250F clutch basket and pressure plate with Hinson pieces. BBR's billet kickstarter is shorter than stock, which helps us short people get a leg up.

basket and pressure plate, the only other engine mod was a Thumper reusable oil filter.

Man, what a difference 3mm makes! Where you have to rev the 250F like a 125 to get anywhere, the 290F has tons of torque, so much that you can ride it more like a 250cc two-stroke. In corners where the 250F pilot has to downshift to keep it in the sweet spot, the 290F rider can be lazy and still get the job done. There's a bonafide hit in the midrange that sends the front tire skyward, yet it



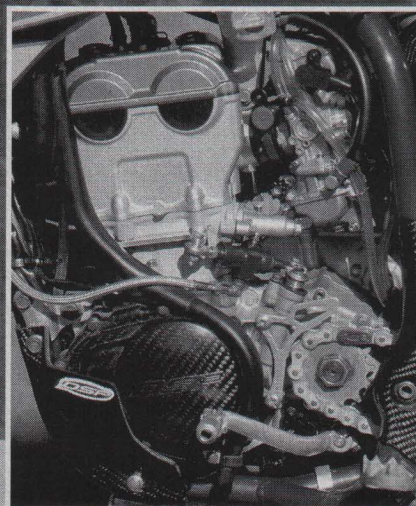
Suppose you just switched from an RM125 or CR250R to the new Yamaha. With Excel's Pro Series Universal hubs, you could bring your race wheels with you.

still revs out like the stocker. At Swan MX, you need that top-end, because there are some fourth-gear sections, but there are also deep sand turns that require a meaty midrange. The 290F has both conditions covered with authority.

Everyone raved about the conversion; that is, after we forced them off the bike for our turn. We had to jam a stick in the front spokes to get Dick Burleson off of the thing.

### MAKING FONSECA JEALOUS

Well, we really didn't jam a stick in the wheels, because they were the new



Aside from the 80mm piston, the best purchase a 250F owner can make is the Billetanium hydraulic clutch and Enduro Engineering easy-pull lever.

Universal Excel Pro Series. It would've been sacrilegious. These have interchangeable rotor and sprocket mounts so the Pro rider can take his works wheels with him (or her) with every brand switch. Laced to black Excel rims, the Pro Series hubs got the Braking treatment, with the Wave on the front and a standard-sized disc in the rear. Hazel also went with AM-Pro's braided steel front brake line with CR routing. Stopping power was increased dramatically, which is good, considering the 290's power and Swan MX's large layout.

Scott's Performance revalved the



### ULTIMATE YZ290F WISH LIST:

Thumper 80mm piston kit.....	\$145.00
Cylinder sleeve .....	75.00
Sleeve Installation .....	115.00
Head/base gasket kit.....	40.00
Hinson clutch basket .....	225.00
Hinson pressure plate .....	125.00
Thumper reusable oil filter .....	65.00
UNI airfilter.....	26.00
Yoshimura Ti exhaust.....	669.95
Excel Universal front.....	395.00
Excel Universal rear.....	430.00
DSP Henry airbox.....	499.99
DSP glideplate .....	96.99
DSP fork protectors .....	99.99
DSP case guard.....	53.49
DSP pump/hose guard .....	114.00
DSP frame guards.....	96.99
Billetanium juice clutch.....	399.99
Braking Wave rotor kit .....	284.95
Braking rear rotor.....	118.95
Thumper/Scotts fork valve.....	225.00
Thumper/Scotts shock valve.....	230.00
BBR billet brake pedal .....	159.95
BBR billet kickstarter .....	169.95
BBR billet gascap.....	69.95
Thumper Pro seat cover .....	65.00
Thumper graphics kit .....	69.00
Thumper radiator guards .....	70.00
Thumper Racing.....	(903)938-0570

stock fork and shock for our photo model, Jody North, a local Pro. By the end of the day, the track was getting rough enough for suspension testing, and the Scotts/Thumper settings worked well. Both ends soaked up the chop easily and still resisted bottoming. Shoot, Lump couldn't get any closer to bottoming the fork than he did on Pastrana's RM125. Aftermarket suspension might not make a factory guy like Fonseca jealous, but the Billetanium hydraulic clutch conversion with Enduro Engineering's easy-Pull lever sure would. Not that you need the clutch as much with the 290's snap.

Besides the carbon-fiber airbox, the 290F project sported DSP engine covers, guards, glideplate, fork protectors and chain guide. The 290 also got a BBR billet gas cap, brake pedal and kickstarter, IMS Ti footpegs, Moose aluminum bars (CR-hi), Dunlop 755/756 knobbies, Smith grips, and Thumper Racing graphics, seat cover and radiator braces (hey, they're off-road guys).

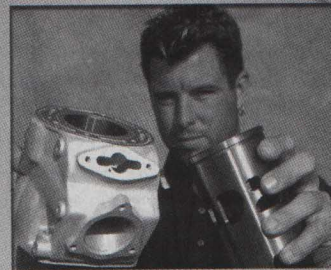
#### NOT LEGAL FOR THE 125s

Did you hear the one about the kid who got 11th in the 125s at the GNCs? His father protested all ten finishers ahead of him, and the kid ended up on the podium! With that sort of rampant cheating, it's a temptation to run a YZ290F in the 125s. Trust us, you'll never get away with it. The 290 doesn't even sound much like a 250, much less run like one. You'd be protested right off the results page. Nope, this is a bike for the MX age classes or for the 400cc off-road divisions. And it's the best Thumper Racing bigbore kit we've experienced. □

# L.A. SLEEVE

## JAMMED CYLINDER? Sleeving Still the Solution...

**Does he resleeve his jammed cylinders? With his parts budget! Are you kidding!!! Unfortunately we're not all factory. So, call the experts at L.A. SLEEVE and we'll set you up with a sleeve kit. Slippery slick and will never flake or peel.**



**PRO X**  
PISTONS • RODS • CLUTCH KITS

**CALL NOW AT 562-945-7578**

12051 Rivera Rd Santa Fe Springs, CA 90670 • [www.lasleeveco.com](http://www.lasleeveco.com)

## Works Shocks built for Winners!

**WORKS SHOCKS**

Works' NEW Pro Series piggyback shock's unique check-ball and orifice damping system is the key to superior bike control. For KX65, KTM65, and most '80s. Only \$469 ea.



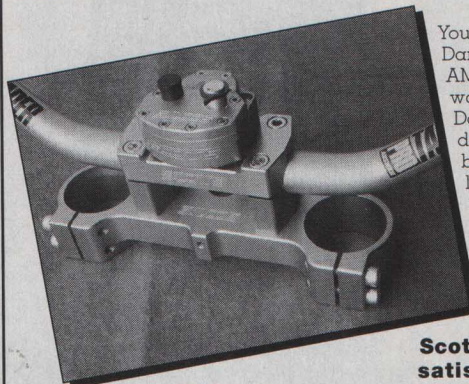
20-position adjustable comp.

818.701.1010 818.701.9043 fax  
[www.worksperformance.com](http://www.worksperformance.com)  
Catalog \$3

WORKS PERFORMANCE PRODUCTS, INC.  
21045 Osborne St., Canoga Park, CA 91304

18-position adjustable rebound

## Motocross Action says, "This product Works!"



You'll be instantly faster with the Scott's Damper, and understand why many of the top AMA motocrossers, desert, and GNCC racers won't use any other damper. The Scott's Damper is infinitely adjustable, incredibly durable, and can be transferred in minutes between bikes, or to a new motorcycle. For a limited time we are offering a package, including the Scott's Damper, frame bracket, Pro Taper handlebars, and CNC machined top triple clamp for \$599. Try it now and know why  *Dirt Bike*  said, "Having one of these is almost like cheating!"

**Scott's National Suspension services satisfaction guaranteed since 1974**

Shock service from \$69.00 • Shock revalve for your weight and riding style \$140.00 • Fork revalve for your weight and riding style \$130.00 • A complete line of springs and suspension products in stock!



**SCOTT'S**  
Performance Products

For More Information Call

**818-248-BIKE**

2625 HONOLULU AVENUE • MONTROSE, CALIFORNIA 91020