

# BUYER'S GUIDE

## MOTOCROSS

With factory aces no longer allowed the luxury of one-off works bikes, you'll find your heroes riding modified-production motocrossers similar to those you can buy this year. Nearly all of the factories are offering radically reworked engines stuffed into vastly improved chassis. One marque missing from the starting gate is Can-Am, which pulled out of the MX race to concentrate on its more successful enduro line. But Cagiva is now offering both a 125 and a 250, and Husqvarna (now owned by Cagiva), KTM and the Big Four are back with stronger-than-ever entries. At presstime, the future of M-Stars seemed doubtful, though it's possible you'll see them on our shores later in the year.



**ATK 560 • \$4890:** Assembled from handmade and premium parts, the SOHC four-valve, four-stroke ATK does more than just thump the competition on MX tracks—loyal fans also use it for trail riding, cross-country racing and enduros. Minor changes for '87 include a reinforced clutch, a combustion chamber configuration and an ATK innovation: a countershaft-mounted rear disc brake that has more power and less unsprung weight. Rear suspension is a single White Power Super Adjuster shock on the left side of a traditional-looking swingarm. Up front is a White Power 4054 upside-down fork with a Brembo disc brake. Wheel travel is 11.8 inches (fore) and 13 inches (aft).

a-c 4-st single    563cc    1, 38mm    5-sp    3.5 gal    246 lb



**Cagiva WMX125 Cross • \$2466:** Winning the '85 World Championship is a hard act to follow, but the Cagiva WMX125 did it... by winning the Championship again in '86. The '87 model may find itself in the winner's circle, too, thanks to some top-notch components. The engine is a liquid-cooled, piston port two-stroke single with reed valve induction, which puts out a claimed 33.5 horsepower at 11,500 rpm. A White Power 4054 upside-down fork provides 11.8 inches of wheel travel. In back there's an Ohlins piggy-back reservoir shock with external compression and rebound damping adjustments. It weighs in at a featherlight 193 pounds—the absolute minimum by FIM regulations.

l-c 2-st single    124.63cc    1, 36mm    6-sp    2.1 gal    193 lb



**Cagiva WMX250 Cross • \$N/A:** The unidentified object seen flying around motocross tracks this season may be Cagiva's WMX250. If, as Cagiva's literature says, "it feels like a 125 with a 250 motor," it's because that's what it is. Chassis specifications are virtually identical to the winning 125's, but it has the all-new 250cc engine stuffed in. That mill is a liquid-cooled, piston port two-stroke single with reed valve induction. Displacement is 249.3cc, and the compression ratio is 14:1. Cagiva claims it puts out 42 horsepower at 8000 rpm. There's an electronic ignition, too. It has the 125's high-performance White Power 4054 upside-down fork and Ohlins piggy-back reservoir rear shock.

l-c 2-st single    249.3cc    1, 38mm    6-sp    2.1 gal    216 lb





**Looking for tons of horsepower and gobs of acceleration? Get an Open bike for the ultimate thrill.**



**Honda CR80R - \$1198:** With sweeping changes for '87, the CR80R will probably retain its stranglehold on mini MX. The liquid-cooled engine features a Nikasil-plated cylinder with revised port timing, new piston ring, larger reed and new expansion chamber for improved power characteristics. The CR's close-ratio six-speed transmission teams up with a new heavy-duty clutch assembly. Meanwhile, the CR's fork tubes have grown to 35mm, are spaced wider and have new triple clamps to reduce offset. The air adjustable fork offers 10.8 inches of wheel travel. In back, the Pro-Link ratio has been revised and the fully adjustable shock has new valving and improved damping characteristics. Wheel travel's up to 11 inches.

**I-c 2-st single 83cc 1, 28mm 6-sp 1.3 gal 138 lb**



**Honda CR125R - \$2298:** Honda knew they had the best 125cc motocrosser in existence last year, but they made many improvements to the '87 CR. The 125 has crankcase reed-valve induction and a bigger, heavier crank for increased low-end pulling power. The ATAC system utilizes a larger sub-chamber and drum-type valve for improved power and response. The six-speed tranny has been redesigned for greater durability, and there's a new easy-access clutch cover to simplify maintenance. Both front and rear suspensions have been modified and now offer 11.8 and 12.2 inches of wheel travel, respectively. Stock rear tire is a big bonus: K595HT Dunlop.

**I-c 2-st single 124.8cc 1, 34mm 6-sp 1.7 gal 192.9 lb**



**Honda CR250R - \$2898:** Honda wanted more horsepower from the CR250R and is claiming 2.5 more ponies this year. A new, wider exhaust bridge and harder piston rings should prevent the ring failures common in '86. The Honda Power Port is less restrictive, easier to service and operates more smoothly. The compression ratio is up, the ports are shaped differently and the port timing is new. The CDI unit is new as is the ignition curve. The 250 sports Bridgestone M22 and M23 tires. A Showa cartridge fork adorns the front of the bike; rear suspension is revised too. A rear disc, new extended seat, reshaped, slimmer gas tank, and different graphics radically change the look of the CR.

**I-c 2-st single 249.3cc 1, 38mm 5-sp 2.0 gal 214.8 lb**



**Honda CR500R - \$2998:** Honda's Open-class two-stroke has roared a little closer to works technology. For easier kickstarting, they added another tooth to the kickstart gear. Lower compression helps, too. To get smoother, more controllable power out of the big CR, Honda changed the reed, porting and ignition timing. A new exhaust pipe and aluminum silencer are tuned for acceleration. A longer connecting rod should boost horsepower. To accommodate an extended seat and lower fuel placement, this year's gas tank holds only two gallons, down .4 gallon from last year. An optional 2.4-gallon tank will be available. The CR has also received major revisions to suspension at both ends and to the front and rear disc brakes.

**I-c 2-st single 491.4cc 1, 38mm 5-sp 2.0 gal 223.6 lb**



**Husqvarna 250 MOTOCROSS - \$3295:** Unless you've been living in a cave, you know that Husqvarna, the Swedish company that turned out its first motorcycle in 1903, was bought out by the Cagiva Group of Italy. Not surprisingly, changes to the '87 models are dramatic. The long-stroke engine is a 249cc liquid-cooled two-stroke with a solenoid activated power valve and single-ring piston. New porting and exhaust pipe are also part of the package. All of the motocross models boast a new, specially designed Husqvarna White Power fork with a new triple clamp, a new shock design with improved valving and a better-braced, lighter swingarm.

**I-c 2-st single 246cc 1, 38mm 5-sp 2.6 gal 218 lb**



**Husqvarna 430 MOTOCROSS • \$3395:** The 430 "Huskagiva" is moved by a new 430cc liquid-cooled two-stroke single with a new, lighter connecting rod for increased performance. The 430 has a five-speed close-ratio transmission and, like all the Huskys, a new larger diameter clutch held in place by a nut rather than a circlip for less shaft play. Cagiva promises the new unit will have less vibration, longer clutch life and easier action. Aside from improved suspension at both ends, the 430 gets new, stronger footpegs, a new twin-piston front brake caliper and a dual-mount silencer. Also included, are a redesigned tank, seat, side panel, radiator shroud configuration and number plate.

I-c 2-st single    430cc    1, 38mm    5-sp    N/A    222 lb



**Husqvarna 510 MOTOCROSS • \$3545:** The new 510 has basically the same brakes, wheels, tires, frame, swingarm has, and most of the plastic as the '86 model, though the rear suspension linkage now has grease fittings. But the four-stroke has new liquid cooling and a smaller 2.2-gallon gas tank. And there's more to the new 510 than a water jacket for the cylinder and head. A Nikasil-coated aluminum liner inside the magnesium cylinder replaces the steel sleeve. Since the head required a new casting for the water-cooled engine, the ports were changed to increase performance. Husky claims four more hp from the head change alone. The 510 now has a five-speed trans and improved suspension.

I-c 4-st single    503cc    1, 40mm    5-sp    2.2 gal    254 lb



**Kawasaki KX60-B3 • \$1049:** Aside from glitzy, new green, blue and white graphics, the KX60 goes largely unchanged for '87. Of course, when you don't have any competition (Kawasaki makes the only 60), and you're already darned good, why mess with success? Liquid-cooling was added to the little 60cc two-stroke in '85, along with such race-ready features as a six-speed transmission, CDI with electronic spark advance, Uni-Trak rear suspension with gas shock and box-section swingarm and long-travel leading-axle fork. Wheel travel on the mini-KX is 7.9 inches at each end. Rarin' to go, it has an extended seat, straight-pull throttle, foldable shift pedal and rebuildable silencer. Tires are Dunlop K195s.

I-c 2-st single    60cc    1, 24mm    6-sp    0.9 gal    111.4 lb



**Kawasaki KX80-G2 • \$1199:** If you're looking for lots of changes on the KX80, you won't find 'em. What you will find is a choice of two 80s: the G2 and the J2. The G2 is the '87 version of the successful—if undersprung in front—KX80-G1, a race-ready bike with winning potential. Both KX80s benefit from improved performance, thanks to cylinder port timing changes to the 82cc liquid-cooled two-stroke engine and an increase in compression ratio from 8.9:1 to 9.2:1. Midrange power was improved by increasing the pipe diameter 5mm and lengthening it 10mm. The two-part frame has a bolt-on subsection and bottom-link Uni-Trak rear suspension with adjustable shock, front disc brake, CDI and six-speed trans.

I-c 2-st single    82cc    1, 29mm    6-sp    1.1 gal    133.4 lb



**Kawasaki KX80-J2 • \$1299:** The new J2 is slightly larger and heavier to accommodate a wider variety of riders. Instead of 17- and 14-inch wheels fore and aft, it comes fitted with a 19-incher up front and a 16 out back. To keep things in perspective, the swingarm is an inch longer. The fork springs and bottom-link Uni-Trak's ratios were changed to adapt to the larger wheels. To reduce unsprung weight, the front disc rotor and rear brake stay arm were drilled. The J2's seat height has been raised 1.2 inches to 34.3, ground clearance has increased from 13.2 to 14.4 inches, and wheel travel has decreased (9.1 inches J2 front versus 10.8 G2; 9.7 J2 rear versus 10.8). The J2 is shod with Dunlop K990s.

I-c 2-st single    82cc    1, 29mm    6-sp    1.1 gal    140 lb



**Kawasaki KX125-E2 • \$2299:** Among the many changes, the front part of the frame was made a semi-double cradle to accommodate the new centerport exhaust. Also new are the shapes of the piston crown (concave) and semi-spherical combustion chamber. Aluminum KIPS valves replace their heavier steel forerunners; valve diameter is slightly larger, too, at 0.79 inches. The Uni-Trak rear suspension uses a new piggyback-reservoir gas shock for improved damping and stability. Ground clearance has been reduced from 15.4 inches to 15.2, and wheelbase is a tad shorter at 57.1 inches. Dunlop Sports tires are mounted front and rear.

I-c 2/st single    124cc    1, 35mm    6-sp    2.0 gal    190.7 lb



*New bikes always feel nice when they are fresh, but the Honda CR125 feels great every time you ride it.*



**Kawasaki KX250-E1 • \$2899:** The 250 is the most radically changed KX. Formerly an oversquare 70 x 64.9mm, it is now an undersquare 67.4 x 74mm. Kawasaki intends to provide more midrange and better throttle control and tractability with the long-stroke mill and increased compression ratio, now 10.6:1 from 9.0:1. A redesigned KIPS features fewer moving parts, the valve material was changed from steel to aluminum for less weight, and the valve diameter and exhaust slit were increased, which should mean more power from midrange to top. Other improvements include a Fresh Air Intake System (FAIS), redesigned clutch, an airbox cover and a lighter, one-piece expansion chamber.

I-c 2-st single    249cc    1, 38mm    5-sp    2.0 gal    213 lb



**Kawasaki KX500-C1 • \$2999:** The many changes for '87 herald a new chapter in KX500 history. Both the 250 and 500 use a chassis with bottom-link Uni-Trak and removable subframe constructed of square-tube aluminum. All three larger KXs utilize piggyback-reservoir shocks with 16-position adjustable compression and rebound damping. Claimed rear wheel travel is increased from 12.8 to 13.9 inches. Front wheel travel stands pat at 11.8 inches, but improved fork action results from changes to the Travel Control Valve (TCV). The KIPS was modified to incorporate a low-rpm decompression mode for easier kickstart operation, and the new 38mm Mikuni carb should enhance midrange.

I-c 2-st single    499cc    1, 38mm    5-sp    2.4 gal    221 lb



**KTM 80MX • \$1749:** The 80MX made a spectacular debut last year, but, to the delight of little speedaholics, there are a number of improvements for '87. Engine displacement was upped from 78 to 83cc, and there's improved carburetion from the 35mm Dell'Orto for a wider powerband and easier fine-tuning. Taller riders will benefit from upscaled ergonomics that give the 80 a seat height of 33.1 inches. Ground clearance is 13.7 inches, wheelbase 48.8. The longer swingarm adds straight-line stability, and the suspension system has been redesigned for a plusher ride. The White Power Super Adjuster shock provides 11 inches of travel in the rear, while a downsized White Power fork gives 9.4 inches up front.

I-c 2-st single    83cc    1, 35mm    6-sp    1.3 gal    132 lb



**KTM 125MX • \$2589:** Changes to the three bigger KTMs for '87 can only be described as "earthshaking"! The new power valve engine (KTM calls it P.E.P. for Power Exhaust Port) packs a strong punch and has a wide powerband to please all levels of riders. The Motoplat programmed advance ignition aids starting and top-end power, and there's a redesigned clutch with a lighter pull. Like its big brothers, the 125 gets a new disc brake system with four piston calipers front and rear for maximum stopping power. Also on the list are a larger high-flow airbox and a lightweight aluminum handlebar. The 125's geometry was revised for quicker steering and a lower seat height of 37.4 inches.

I-c 2-st single    124cc    1, 37mm    6-sp    2.1 gal    194 lb



**KTM 250MX • \$3569:** KTM combined traditional old-world craftsmanship with technological wizardry to produce their best 250cc MXer ever. Changes include the new Power Exhaust Port (P.E.P.) for increased horsepower and engine response, and a Digital Control Ignition system that provides easier starting and more horsepower. The 250's chassis now calls for a steep rake with a longer wheelbase, producing a bike that's very stable but turns like a manic. A much softer seat and a narrower profile make it easier to touch ground and encourages the rider to move around more. The White Power Super Adjuster shock is plusher but just as good at soaking up big jumps.

I-c 2-st single    247cc    1, 38mm    5-sp    2.3 gal    212 lb





**KTM 500MX • \$3669:** Like the 125 and 250, the 500 has benefited from a softer seat, plusher suspension and a more stable chassis. The redesigned frame lowers the center of gravity. The backbone tube is sharply angled, and the fuel tank closely fitted—almost like a saddlebag—to lower the gas carrying area. Steering is quickened, and the softer seat is a lower 37.7 inches. The 500 benefits from new porting in the Nikasil cylinder, and there's a decompression port for easier kickstarting. The 500 also gets improved suspension design and offers 12.2 inches of wheel travel from the White Power 4054 fork and 12.5 inches from the White Power Super Adjuster shock.

I-c 2-st 485cc 1, 38mm 5-sp 2.3 gal 222 lb



**Suzuki RM80H • \$1299:** Mini speed addicts will appreciate the horsepower increase that comes with a larger air cleaner box and redesigned cylinder porting. And motocross parents will like the detachable rear frame member that makes air cleaner maintenance more pleasant. The RM is powered by a two-stroke Power Reed single fed by a 28mm flat-slide Mikuni and features Suzuki's PEI ignition and primary kickstarting. The oil-damped leading-axle air fork and Suzuki Full-Floater provide a claimed 10.4 inches of wheel travel at each end. Seat height is 32.3 inches, and weight is a low 137 pounds. IRC tires handle the traction action with a 70/180-17 40M up front and a 4.10-14 MBC at the rear.

I-c 2-st single 82cc 1, 28mm 6-sp 1.2 gal 137 lb



**Suzuki RM125H • \$2399:** Suzuki has high hopes for its all-new RM125. The new engine uses the Automatic Exhaust Timing Control (AETC) valve and a full reed for increased torque. A new electronic ignition and a multi-stage expansion chamber also contribute to the increased horsepower output. Like the 250, the 125 uses a cartridge-type fork with externally adjustable compression and rebound damping. These are the first production bikes to come stock with adjustable rebound on the fork—a high-tech feature bound to become more prevalent. A new Full-Floater rear suspension improves traction. A detachable rear frame section and new graphics complete '87's major changes.

I-c 2-st single 123cc 1, 34mm 6-sp 1.8 gal 196 lb



**Honda's CR250R** has proven popular with testers and racers once again. The '87 version is much improved.



**Suzuki RM250H • \$2899:** The '87 250 features a more powerful engine with a new AETC valve to widen the powerband and "Suzuki Boron Composite" plating to reduce weight and dissipate heat. A new electronic ignition and exhaust pipe complement the changes. Stopping should be quicker via a new dual-piston caliper rear disc brake. The front disc should be better, too, since the rubber brake hose was replaced with a hard plastic one to eliminate expansion under hard braking. The new cartridge-type fork features better seals and finer polishing on the stanchions for less stiction. The Full-Floater is completely new again and promises to be much less friction-plagued.

I-c 2-st single 246cc 1, 38mm 5-sp 2.1 gal 214 lb



**Yamaha YZ80T • \$1199:** Square-end reeds, porting changes, new jetting and an updated pipe come with the smallest YZ for more power everywhere. To reduce heat distortion, Yamaha made both the cylinder and piston crown thicker. To accommodate the bigger, heavier riders, they fitted a stiffer shock spring. A stronger seat and rear wheel spacer collar should also help in that department. New front disc brake pad material delivers increased stopping power, and the brake master cylinder now positions the fluid level window toward the rider. New handlebar grips are easier to grasp, and a one-piece side cover replaces last year's two-piece model. The littlest YZ promises to be as powerful as ever.

I-c 2-st single 83cc 1, 26mm 6-sp 1.3 gal 135 lb



**Yamaha YZ125T • \$2299:** Look for the YZ125 in the winner's circle again in '87. Like its bigger kin, the 125T boasts new porting, a reshaped carb float in a baffled bowl and a slightly different pipe for more low- and midrange performance. The Yamaha Power Valve System (YPVS) was altered, and the crankcase's intake passage is designed to be more efficient. The crank itself was rebalanced for less vibration. An external-rotor flywheel is used to hook up power to the ground better. The clutch was improved for smoother operation, and the gearbox has slightly wider-spaced ratios to complement the torquier engine. There are new linkage ratios in the Monocross rear end to go with changes to the shock and fork.

**l-c 2-st single    123cc    1, 34mm    6-sp    2 gal    192 lb**



**Yamaha YZ250T • \$2899:** Yamaha has vigorously polished the already very good YZ250. For starters, all the YZs get new white frames. Detail mods to the cylinder, cylinder head and exhaust system have increased low- and midrange performance. The cylinder head has a new combustion chamber shape and higher compression. Revised port shapes and timing give increased power at lower rpm, and there are complementary changes to the YPVS valve. The KYB fork features Yamaha's unique Variable Damper, which alters damping rate according to fork travel. Rear suspension is modified, too. For reduced weight, the front hub is vacuum die-cast and rear spokes are "waisted."

**l-c 2-st single    246cc    1, 38mm    5-sp    2.1 gal    215 lb**



**Yamaha YZ490T • \$2949:** A new pipe, reed and porting (including the addition of two more ports for a total of six) were incorporated into the air-cooled YZ for more low- and midrange power. The five-speed gearbox remains. The piggyback-reservoir Ohlins-type shock has new damping rates, and a four-piece needle bearing should ensure smoother swingarm movement than last year's bushing/needle design. Like the 125 and 250, the 490 features a Variable Damper in the fork which increases damping in proportion to fork travel. New grips, stronger pegs, easier-to-maintain silencer, improved chain tensioners and a new master cylinder are a few of the other improvements.

**a-c 2-st single    487cc    1, 40mm    5-sp    2.6 gal    226 lb**

# ENDURO/ X-COUNTRY

Competition is getting stiffer, and makers of enduro and cross-country mounts have answered the call. In some cases, these are simply modified MXers with the same trick long-travel suspenders, disc brakes and high-performance engines. Others, however, were developed strictly for desert or woods work and come equipped to rough it. Race-ready contenders include speedos with resettable odometers, serious tool bags, number plates and enduro lighting. Yamaha's famed IT200 is gone this year, but Kawasaki's KDX, which received a complete makeover last year, returns little changed. The biggest news comes from Can-Am, which has gone back to basics with all-new, easy-to-operate, simple-to-service motorcycles.



**Cagiva WMX125 Desert • \$2489; WMX125 Enduro • \$2499:**

Cagiva offers its very serious race-bred 125 for both enduro enthusiasts and desert rats. The dual-radiated 125 is motivated by a 125cc two-stroke single with C.T.S. exhaust port height control for reliable bottom-end power. It features a 36mm Dell'Orto carb, Motoplat electronic ignition with variable advance and a six-speed, constant mesh transmission. Both Desert and Enduro models come with plastic skidplates, power levers, side stands and hand guards. In addition, Enduro models boast a combination headlight/number plate, taillight and Veglia speedometer with resettable odometer as standard equipment.

**l-c 2-st single    125cc    1, 36mm    6-sp    3.2 gal    196 lb**



**Cagiva WMX500 Desert • \$N/A; WMX500 Enduro • \$2971:**

Cagiva's Desert and Enduro models are powered by a liquid-cooled, 488cc reed valve two-stroke single with a five-speed constant mesh transmission. Constructed around a 4130 chrome-moly single downtube cradle-type frame, the front is suspended by a 42mm Marzocchi telescopic fork providing 11.8 inches of wheel travel. In the back is a Soft Damp swingarm with a single Ohlins shock that doles out 12.8 inches of travel. Stopping power is supplied by a 230mm Brembo floating drilled disc brake up front and a 130mm Cagiva drum in the rear. An all-new electronic magneto comes with variable advance. Tank capacity is a hefty 4.5 gallons.

**l-c 2-st single    488cc    1, 38mm    5-sp    4.5 gal    231 lb**