



BUYER'S
GUIDE

THE ALL '88s

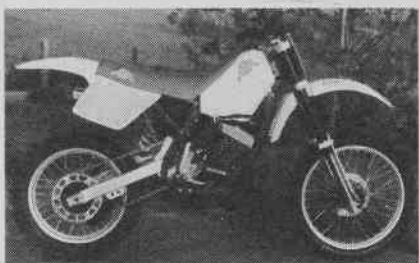
DIRECTORY

This guide is divided into five categories: motocross, enduro/cross-country, dual-purpose, play and trials bikes. Bikes are listed alphabetically according to manufacturer, in ascending order of displacement. The specification line below each capsule provides the following information: engine type, displacement, carburetor quantity and size, number of transmission speeds, fuel capacity and claimed dry weight. The engine specs are broken into cooling type (a-c for air-cooled, l-c for liquid-cooled), four-stroke (4-st) or two-stroke (2-st) and configuration. All dimensions, capacities and weights are based on manufacturers' specs. Prices are suggested retail as of December, 1987, are subject to change and may vary from dealer to dealer.



MOTOCROSS

The motocross category is where manufacturers work their real magic every year, and the '88s are loaded with new trickery. About the only differences between the bikes you can buy and the ones the pros ride are the numbers slapped on the plates. No matter which way your loyalties run, nearly every one of these machines, from ATK to Yamaha, will provide a first-rate ride right out of the box. And speaking of ATK, that company has stepped in to fill the void left by Can-Am and is offering a pair of two-strokes along with the 563cc thumper. CZs will be imported again, though they'll satisfy a craving for nostalgia rather than a need to win races. As far as the others are concerned, various engineers either scrapped existing designs and started from scratch or, more commonly, did the tinkering needed to make these the best MXers in history.



ATK 250 • \$3695: With Can-Am out of the picture for 1988, Horst Leitner's ATK bike-building works will put the Rotax 250cc two-stroke engine to good use. The chassis and suspension are similar to those of the 604 four-stroke, but the frame, leverage ratio, side panels, airbox, seat and tank are different. The airbox draws fresh air from under a scoop near the steering head on the left side of the bike, then passes it through a Keihin carb to the air-cooled rotary-valve engine. As with the other two ATKs, enduro parts are available as options and their cost includes dealer installation. Most of the 150 units built will probably end up as enduros.

a-c 2-st single 248cc 1,34mm 6-sp 3.2 gal 208 lb



ATK 406 • \$3895: ATK will also stuff the 399cc rotary valve Rotax engine into 250 of its own 4130 chrome-moly frames. The 406 will use the same five-speed transmission as the 604 thumper. The aluminum swingarm has a direct mount (no linkage) for the White Power piggyback-reservoir shock and the setup results in 12 inches of rear wheel travel. The fork is a White Power upside-down unit that provides 11.8 inches of travel. There's a four-piston caliper disc brake up front and a countershaft-mounted rear disc. Like the hubs, they are KTM units. All the ATKs have quick-detach rear wheels with no spacers and stock lighting coils. Seat height is 36 inches; tires are Pirelli MT32s.

a-c 2-st single 399cc 1,38mm 5-sp 3.2 gal 216 lb



ATK 604 • \$5980: ATK's 560 is now called the 604, though it retains the same 563cc engine. This versatile mount is used for MX, trail riding, cross-country racing and enduros. Mixing air and fuel for the SOHC four-valve four-stroke is a 38mm flat-slide Mikuni carb. The 604, too, features a single White Power shock mounted directly to the swingarm. It offers 12 inches of wheel travel, while the White Power upside-down fork provides 11.8 inches. The bike also has the A-Trak chain torque eliminator and a 1987 ATK innovation: a countershaft-mounted rear disc brake that has more power and less unsprung weight. The air filter is integrated into the fuel tank, away from dust and water.

a-c 4-st single 563cc 1,38mm 5-sp 3.4 gal 246 lb



Cagiva WMX125 Cross • \$2944:

Significant changes have found their way onto the bike that won 125cc World Championships in 1985 and '86. Most apparent is the coloring: the WMX is now all white with a blue seat. And speaking of the seat, the integrated tank/seat/fender design is slimmer than ever. Changes to the running gear include new engine cases and a new Dell'Orto oval-bore flat-slide carburetor. Front suspension is via a White Power upside-down fork with 11.8 inches of wheel travel, while the Cagiva Soft Damper system with a White Power single shock provides 12.8 inches at the rear. The WMX125 comes with a jetting kit to fine-tune it to various tracks.

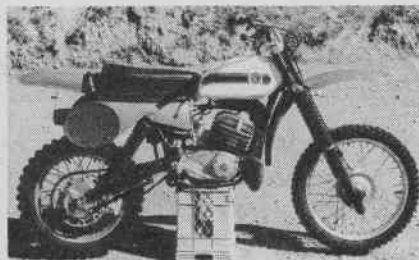
l-c 2-st single 125cc 1,37mm 6-sp 2.1 gal 194 lb



Cagiva WMX250 Cross • \$3475:

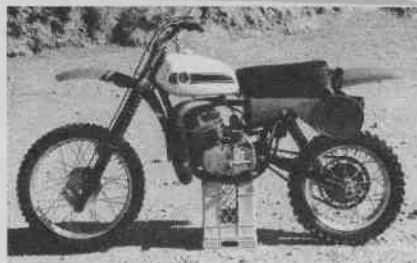
Completely revised for 1988—and based on the winning 125—is Cagiva's 250cc MXer. The mill is a water-cooled two-stroke single with exhaust power valve and a new 37mm flat-slide Dell'Orto carb. Displacement is 249cc; bore and stroke 70 x 65mm. Gone is last year's Ohlins shock and in its place is the same White Power shock that appears on the 125. The 250 also uses a White Power upside-down fork. The front brake is a 230mm Brembo disc with floating caliper, while the rear is a 130mm drum. The 250 also gets a new color scheme: white tank, fenders and side panels with green number plates and a blue vinyl seat. It's ready to handle.

l-c 2-st single 249cc 1,37mm 6-sp 2.3 gal 216 lb



CZ 250MX • \$1795: A blast from the past: Bertus Jawa/CZ in California and American Jawa in New York will once again import CZs. Little has changed since Joel Robert took one to the world championship. The new CZs are basically two decades old but fitted with a few updates. The MX has a radial-finned head, but it also has a Jikov carburetor reminiscent of the old days, a floppy shifter/kickstarter combo and a seat that looks like it came from Robert's twin-port model. The full-width front hub is new, as is the white tank (fenders are red). The price hasn't changed much since these were last imported, but neither has the performance.

a-c 2-st single 246cc 1,38mm 5-sp 2.2 gal 215 lb



CZ 400MX • \$1995: CZ's 400MX differs from the 250 only in displacement and color (it's the reverse of the 250—the gas tank is red, the fenders white). As with the 250, both ends bristle with suspension trickery compared to the older CZs. A Marzocchi-type leading-axle fork with 10.6 inches of travel handles the front chores, and twin Ohlins copies with remote reservoirs and 8.7 inches of travel suck up the bumps out back. One big change is the upswept pipe. Pulled-back FIM-styled number plates and semi-modern fenders adorn the bike. If you're tired of hearing Dad talk about the good old days, buy him one of these for Father's Day. (400MX photo unavailable; 250 pictured.)

a-c 2-st single 380cc 1,36mm 4-sp 2.2 gal 225 lb



Honda CR80R • \$1598: Honda's rad CR80s unseated the competition in '87, and they're back to do it again—with new red seats in place of last year's blue ones. The fuel tank, shrouds and side covers have also been redesigned to improve riding position and styling. All the CRs get silver rims and updated graphics. Cosmetics aside, changes are minor. The '88 comes with a new silencer that produces less noise without restricting power. Minor revisions front and rear help the suspension cope with wild tracks and riders. Those who frequent hardpacked tracks will love the tires—a 70/100-17 Bridgestone M23 in front and a 90/100-14 M22 in back.

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



Honda CR125R • \$2598: "Stronger, faster, lighter" best describes the '88 CR125. "More expensive" also applies, thanks to the cost of building race bikes and the dollar's ongoing struggle against the yen. Updates include a new cylinder, piston, wrist pin and bearing. The aluminum cylinder is wearing larger water jackets for improved cooling. There's a shorter intake tract, revised porting, new reed material and new Automatic Torque Amplification Chamber (ATAC) valve calibration for more snap off the bottom. New fork bushings, a half-inch more travel in front, stiffer springs and a new damping adjuster valve in the Showa shock are included to keep the Dunlops on the ground more.

l-c 2-st single 125cc 1,34mm 6-sp 1.7 gal 193 lb



Honda CR250R • \$3098: Honda's CR was the best 250 of 1987, but they've nonetheless hit it with a major high-tech overhaul and a bucket of bright red paint. Everything from the engine to the chain adjusters got the go-fast treatment, and this could be the best-handling production bike ever. Much of the credit goes to the lower, slimmer saddle/tank and other mods that lower the bike's center of gravity. Enginewise, the Honda Power Port (HPP) cylinder has been improved, with the exhaust valves opening earlier, exposing a larger port. It revs quicker with a lighter flywheel, and the tranny ratios are more tightly spaced. The new frame is lighter and more rigid, and suspension has been revamped with pro-pleasing results.

I-c 2-st single 249cc 1,38mm 5-sp 2.0 gal 214 lb



Honda CR500R • \$3198: Honda knew the biggest CR didn't need more oomph, so they made it easier to get around the track. To tone down the brutal hit right off the bottom, there is now slightly more flywheel effect. The countershaft is larger in diameter for greater durability, and there are new fourth- and fifth-gear ratios. Front and rear suspenders feature improved damping rates and stiffer springs, while the slotted front disc brake is lighter. The kickstart lever swings out farther to ease starting, and the handlebar has been reshaped to improve riding position. All the CRs have new, lighter composite front brake lines claimed to offer the performance of braided-steel lines at a fraction of the cost.

I-c 2-st single 491cc 1,38mm 5-sp 2.0 gal 224 lb



Husqvarna 430CR Motocross •

\$4029: Husky's 430CR is built for motocross, but some riders consider it the ultimate playbike. The only change for 1988 is to the White Power upside-down fork, which gets Pro-Tec internals. Of course, last year the 430 was gone over in detail, with everything from the engine and suspension to the footpegs receiving improvements. The CR's engine is a liquid-cooled two-stroke with a 38mm Mikuni carburetor, Motoplat CD ignition and a five-speed transmission. Unlike the Caviva MXers, the Husky retains the Ohlins shock which offers 13.4 inches of wheel travel. Front brake is a Brembo disc with floating caliper; the rear unit is a 160mm drum.

I-c 2-st single 430cc 1,38mm 5-sp 2.6 gal 223 lb



Husqvarna 510TC Motocross •

\$4995: As always, Husky's four-strokes are just one step behind the two-strokes. This year, the thumpers get many of the changes that found their way onto the ring-dings last year. There's a new frame, completely new body pieces (seat, tank, fenders, etc.) and new rear suspension linkage and swingarm. The 510s also have improved ignition systems. This year, the motocross-bred TC uses a new White Power upside-down fork with Pro-Tec, while the cross-country and enduro models retain their Husky forks. The new fork provides 11.9 inches of front wheel travel, while the single Ohlins shock in the rear offers 13.4 inches. Front brake is a 230mm disc. (Cross-Country pictured.)

I-c 4-st single 503cc 1,40mm 5-sp 2.4 gal 247 lb



Kawasaki KX60-B4 • \$1099: The pee-wee in Kawasaki's MX lineup got a slight graphics change, but that's about it. Of course, the little 60cc KX couldn't ask for much more since it already boasted such serious race features as a 24mm Mikuni-fed liquid-cooled two-stroke engine with durable Electrofusion cylinder and reed-valve induction, a six-speed transmission and CDI with electronic spark advance—all tucked into a tubular double-cradle frame—as well as an extended seat and straight-pull throttle. A leading-axle air fork provides almost eight inches of travel up front, while the Uni-Trak rear suspension with a gas-charged aluminum shock provides the same travel in the rear.

I-c 2-st single 60cc 1,24mm 6-sp 0.9 gal 111 lb



Kawasaki KX80-L1 • \$1299: Once again, Kawasaki offers two 80s: the standard (L1) and "big-wheel" (N1) versions. Based on the 1987 engine design, the 1988 model features a lighter, more compact cylinder head, redesigned intake and exhaust ports for more power and quicker response and a new two-petal reed valve for increased flow and low-end horsepower. Piston ring material is also changed from cast iron to spring steel for improved durability. The big news this year, however, is the use of disc brakes front and rear. Kawasaki also altered the riding position, squeezed another tenth of a gallon into the gas tank and updated the frame and rear suspension.

I-c 2-st single 82cc 1,28mm 6-sp 1.2 gal 135 lb



Kawasaki KX80-N1 • \$1399: The KX80-N1 was designed specifically to fit the needs of tall kids. Instead of the L1's 17-inch front and 14-inch rear wheels, the N1 is fitted with a 19-inch fore and a 16-inch aft. Appropriate suspension mods were made to accommodate the larger wheels. Otherwise, the N1 is the spittin' image of its shorter brother and benefits from a wealth of improvements for '88. Among them is a new 28mm Keihin carburetor that produces a broader powerband from low-end to midrange. To complement the new carb, the diameter of the expansion chamber has been enlarged. The frame is new, too, and uses round-section tubing.

I-c 2-st single 82cc 1,28mm 6-sp 1.2 gal 142 lb





Kawasaki KX125-F1 • \$2399: Along with revitalized graphics, Kawasaki's 125cc MXer received a cartridge fork and a bigger-shafted shock (like its bigger kin), a stronger swingarm and a lower center of gravity, thanks to a larger tank that carries fuel farther down on the chassis. The engine was completely redesigned, with the exception of the transmission. A crankcase reed is said to offer better intake efficiency, and the carbon-fiber reed valve is positioned closer to the crankcase. As with the 250, the Kawasaki Integrated Power valve System (KIPS) features a new center valve that regulates the main exhaust port timing. The clutch, rotary shutter airbox and 35mm Keihin carb are also new.

I-c 2-st single 124cc 1,35mm 6-sp 2.3 gal 191 lb



Kawasaki KX250-F1 • \$2999: The hot news here is the engine. A new cylinder head improves combustion and therefore makes more power. An all-new center valve has been added to the KIPS, but it runs off the original KIPS driveline so it won't complicate maintenance. Power is claimed to be harder, stronger and longer revving. The 250 gets a Keihin PWK39 carb, a new clutch and a redesigned crankshaft, as well as a modified airbox with rotary shutters that can be closed for wet weather operation. A cartridge fork, new Uni-Trak lever system and shock plus a stronger swingarm add up to 11.8 inches of front and 13 inches of rear wheel travel.

I-c 2-st single 249cc 1,39mm 5-sp 2.6 gal 213 lb



Kawasaki KX500-D1 • \$3149: While this Open-classer was right at the top of the heap in '87, Kawasaki decided to make it more rideable. The powerband is said to be more tractable by virtue of a redesigned cylinder head and modified KIPS. Keihin's brand-new PWK39 carb offers improved carburetion and greater fuel efficiency. Clutch response and action were improved, and the cooling system was increased by 20 percent. There are a host of chassis updates, the most important being the cartridge fork. An all-new rear leverage ratio is claimed to make the Uni-Trak more progressive for a better ride. The frame is green, fork boots blue and the engine unpainted.

I-c 2-st single 499cc 1,39mm 5-sp 2.6 gal 221 lb



KTM 125MX • \$2609: According to a KTM spokesman, the 80MX will be sold here in '88 (for \$1849), but details weren't available by press time. For now, KTM lovers will have to be satisfied with a lineup that begins with the 125. All of the MXers were radically redone last year, but that hasn't stopped KTM from revising them for '88. Among the changes to the 125 are a new ignition advance curve for more top-end horsepower, a new cylinder head design for more efficient cooling and a stronger engine case design. There are many other engine, transmission and clutch mods, as well as widespread upgrades to the frame, brakes, and suspensions. The White Power 4054 fork has the new Pro-Tec valving system.

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



KTM 250MX • \$3589: Last year, KTM's 250cc MXer received the ultra-trick power valve engine (called PEP for Power Exhaust Port) and a Digital Control Ignition system. Now, both of these have received lots of tinkering to improve performance even more. Additionally, the 250 has acquired a new 38mm Dell'Orto oval-bore flat-slide carburetor, a reinforced intake manifold for improved throttle response and an upgraded clutch for the smoothest action ever. The latest version of the 4054 White Power fork features the Pro-Tec valving system which improves strength and performance and reduces maintenance. The White Power shock valving has also been refined.

I-c 2-st single 247cc 1,38mm 5-sp 2.3 gal 215 lb



KTM 500MX - \$3689: Everybody was wowed by changes to the KTMs last year, and the alterations continue. The 500MX makes use of the new Tri-Port Exhaust system, eight-petal reed-induction system, a new 38mm oval-bore flat-slide Dell'Orto carb and a higher compression ratio. The clutch has been upgraded, and the transmission has received redesigned gear dogs for smoother, more positive shifting. The bike has also gotten the 250's gear-driven water pump, along with new hoses. The new White Power 4054 upside-down fork provides 11.8 inches of wheel travel up front, while the updated White Power shock (with new spring and valve rates and oil seals) offers 13.8 inches behind.

I-c 2-st single 485cc 1, 38mm 5-sp 2.3 gal 224 lb



Suzuki RM80J - \$1399: Despite tremendous success in the mini class last year, Suzuki isn't resting on its laurels. Minor refinements for 1988 are designed to make the RM80 even more formidable. There's increased horsepower on tap, thanks to a new ignition and silencer and redesigned cylinder porting. The water-cooled RM gets its inspiration from a two-stroke power reed single fed by a 28mm flat-slide Mikuni carb and features Suzuki's PEI ignition and a six-speed transmission. A detachable rear frame member eases air cleaner maintenance. A respectable 10.4 inches of wheel travel at each end is courtesy of the leading-axle fork and Full-Floater rear suspension.

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



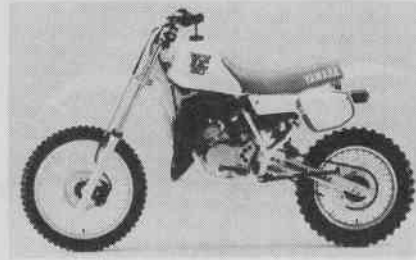
Suzuki RM125J - \$2499: Suzuki engineers have left very few parts of the already sizzling hot RM125 untouched for 1988. The engine has received improved cooling, a new power valve, revised porting, a new pipe and silencer, new electronically timed magneto CD ignition and a brand-new Mikuni TMX flat-slide "slingshot" carburetor. The RM's six-speed tranny features wider primary drive and first and second gear ratios to match improved power characteristics. A redesigned clutch and primary cover make maintenance easier and less frequent. The rear wheel has received a disc brake, and suspension is updated at both ends.

I-c 2-st single 123cc 1, 35mm 6-sp 1.8 gal 196 lb



Suzuki RM250J - \$3099: The big news in Suzuki's lineup is the completely revised RM250. The engine has more power everywhere due to a new cylinder, porting, power valve, pipe and Mikuni TMX carburetor. The head chamber has been completely revised and now uses a head stay. The all-new frame is longer than the '87 model's, though rake and trail remain the same. The KYBs have been revalved for more progressive damping, and the shock features improved valving. The radiators and gas tank have been lowered, and there's a longer seat. Bridgestone M22/23 tires are fitted, the brakes are stronger, and the chain adjuster system is updated.

I-c 2-st single 246cc 1, 38mm 5-sp 2.1 gal 216 lb



Yamaha YZ80U - \$1299: Yamaha has upped the ante in the mini class with extensive mods to the small but serious YZ80. At the heart of the 80 is a lighter, flat-topped piston design that Yamaha has recently perfected. Combined with a shallower combustion chamber, revised porting and a new exhaust, the new piston is claimed to greatly increase combustion efficiency and could make the YZ a real rocket. The new powerband promises harder acceleration and improved traction. Yamaha has also beefed-up the gearbox and the swingarm chain-guide bracket. The mini YZ retains such high-performance features as Monocross rear suspension and front disc brake.

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



Yamaha YZ125U - \$2499: There's more to the YZ's '88 motor than the new silver finish. The seven-port system now has a larger case opening, and the reed assembly is bigger for increased intake flow. The Yamaha Power Valve System (YPVS) was relocated to provide a better exhaust port shape, the clutch is all new, and the CDI rotor diameter was increased to improve tractability. The most dramatic improvement is the addition of the latest KYB cartridge fork and low-friction seals. The new shock features a compression circuit that uses a bleed-screw adjuster instead of a blow-off valve. Yamaha eliminated the BASS braking system and replaced the rear drum brake with a 220mm hydraulic disc.

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



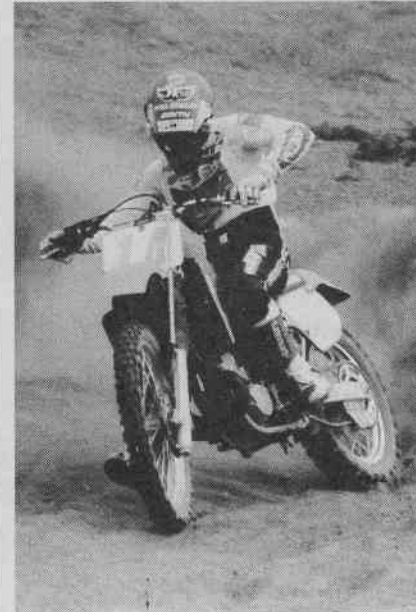
Yamaha YZ250U - \$3099: It's hard to begin a description of the '88 YZ250 because Yamaha engineers started with a clean sheet of paper. Almost nothing on the '88 interchanges with last year's bike. While the chassis received a new frame, cartridge fork, shock and swingarm, the silver "works-style" engine has a new seven-port cylinder with an intake passage angled directly down into the crankcase. A new cylinder head, higher compression, a modified YPVS, altered gear ratios, a lighter crank, new clutch and better cooling highlight the new YZ. It has double disc brakes and new wheels, footpegs, rear brake lever, handlebar, seat, gas tank, grips and silencer.

I-c 2-st single 246cc 1, 38mm 6-sp 2.1 gal 214 lb



Yamaha YZ490U - \$2999: First the bad news: Like the 80, Yamaha's '88 YZ490 has not received a rear disc brake. Now the good news: It did get a state-of-the-art cartridge fork and an Ohlins-type shock with a bleed-screw compression damping adjuster for more precise control. In addition, the front disc brake has been bulked up to 230mm, and the 490 has been endowed with new silver-finished aluminum rims, stronger footpegs designed for better self-cleaning, softer compound grips and a new handlebar bend that is lower and angled more rearward. Yamaha retained the popular air cooling but tinkered with the engine to improve low-end response.

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





Think of these bikes as motocrossers because most of them are just that and like to be ridden as such, even in the woods. The addition of larger tanks, wide-ratio gearboxes, spark arrestors and enduro-ready lighting gives them an added measure of versatility their MX-only cousins lack.

ENDURO/X-COUNTRY

The ranks of enduro and cross-country bikes are slightly thinner this year, but there are still plenty of tough '88s ready for combat. Many are basically state-of-the-art MXers with modified gearing. And most come equipped with everything it takes to win medals in the woods, desert or anywhere. The wide-open spaces will be a little lonelier with the loss of the Can-Am line, but most manufacturers are back with at least a new model or two. Honda put all of its efforts into the big XR600R this year. KTM refined their 250 and 350 and finally took the wraps off the longed-for 600cc four-stroke. Finally, there's a hot 125cc Cagiva MXer cleverly disguised as the new Husky WRK125. It's two things Huskys seldom are: light and inexpensive.



Cagiva WMX500E Enduro • \$2971:

The only enduro mount wearing the Cagiva name this year is the 500E, a model unchanged from '87. It gets its steam from a water-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 WMX's front suspension consists of a 42mm Marzocchi telescopic fork that provides 11.7 inches of wheel travel. In the back is a Soft Damp linkage with a single Ohlins shock that doles out 12.6 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. Seat height is a tall 37 inches.

l-c 2-st single 488cc 1,38mm 5-sp 4.5 gal 230 lb



Honda XR200R • \$2098: The XR200R is the perfect playmate, but it also comes fully equipped for an occasional enduro. Nobody likes getting stuck in the woods, so it's nice to have this durable two-valve, four-stroke six-speed single to get you back. Softening the ride is a 36mm Showa fork and Pro-Link rear suspension with a heavy-duty, fully adjustable Showa shock. They provide 10 inches of wheel travel at each end. To prove its mettle, the XR200 comes with a quick-detach rear wheel, low, MX-style seat, detachable headlight/number plate, speedometer with resettable trip odometer, competition tool bag, handlebar brush guards, approved spark arrestor/muffler and more.

a-c 4-st single 195cc 1,26mm 6-sp 2.5 gal 221 lb



Honda XR250R • \$2598: Last year, Honda described the XR250 as the most serious enduro effort in the XR line, and they were apparently pleased enough with it to stand pat for 1988. It gets splashy new graphics this year, but that's it. It doesn't matter, though, because the XR already has plenty going for it, including the reliable, high-performance four-stroke engine. It's equipped with Honda's Radial Four-Valve Combustion Chamber, a gear-driven counterbalancer, steering head-mounted oil cooler, 30mm piston-valve carb and six-speed gearbox. There's an 18-inch rear wheel, enduro headlight, aluminum engine guards, enduro-type odometer, tool bag and folding, self-cleaning everything!

a-c 4-st single 249cc 1,30mm 6-sp 2.8 gal 240 lb



Honda XR600R • \$3198: In our 24-hour torture test of the 1988 XR600, we found that the extensive changes Honda has made to the new model serve it well. The all-new 591cc engine with Nikasil-plated bore and RFVC is lighter, smoother, quieter and more powerful than ever. There's now a single-track induction and one large oval venturi carb in place of last year's two 28mm units. There has never been an easier-starting big-bore thumper. Honda has also paid special attention to comfort, making this bike skinnier, lighter and more comfortable than any XR that's gone before.

a-c 4-st single 591cc 1,39mm 5-sp 2.6 gal 262 lb



Husqvarna WRK125 Enduro • \$2095: The WRK125 says Husqvarna all over it, but enduro riders will know that the bike is really a white Cagiva—or, if you will, the first of the Italian-designed and manufactured Huskys. Two of the WRK's best assets are its weight (even with all the enduro equipment, it's only seven pounds heavier than the Cagiva MXer it's based on) and its delightfully low price tag. They started with the basic Cagiva frame, then used a lower subframe with a lower, flatter seat. A Cagiva MX swingarm went on, and an Ohlins shock was fitted to control movement of the Cagiva rear wheel. There's also a 42mm Marzocchi M1R fork with external adjustments.

l-c 2-st single 125cc 1.36mm 6-sp 2.1 gal 201 lb



Husqvarna 250WR Enduro • \$3848: Husky blew their wad on the 250 Enduro last year and decided not to mess with success. Thus, for '88 you'll see little changed aside from the price tag. But in case you've been on sabbatical to Upper Volta for the past year, it might be useful to refresh your memory. In '87, the 250 got a new, longer-stroke liquid-cooled engine with improved porting and a single-ring piston. A redesigned chassis resulted in a lower seat (always welcome on a Husky), and the gas tank/seat/radiator shrouds junction was redesigned for easier rider movement. The shrouds were also made easy to replace. There's an Ohlins single shock and a front disc brake.

l-c 2-st single 246cc 1,38mm 6-sp 3.2 gal 231 lb



Husqvarna 250XC Cross Country • \$3730: Last year, the Husky 250XC got a new engine and electronic ignition, plus myriad other changes. For 1988, it's content to stay just the way it is—a liquid-cooled two-stroke single with a six-speed transmission and a 38mm Mikuni carb supplied by a roomy 3.2-gallon fuel tank. Chassis changes were also in the cards last year, resulting in the 250's lower, but still tall, 38-inch seat. The story is pretty much the same across the board for Husky: a Husqvarna fork, single Ohlins shock and Brembo front disc brake with floating caliper. The front knobby is a 3.00-21; the rear a 4.50-18.

l-c 2-st single 246cc 1,38mm 6-sp 3.2 gal 218 lb



Husqvarna 430WR Enduro • \$4115: Is this starting to sound redundant? Husqvarna's 430 Enduro mount is also unchanged for 1988. Last year, it evolved from a 400 to a 430cc and received a new rod design to smooth out the engine. The tank/radiator shroud setup was refurbished to give the bike a smoother, more unified look. The seat was also lowered slightly to 37.2 inches. The 430 retains its modern rendition of the classic white, blue and yellow Husky color scheme and rides on Metzeler tires: a 3.00-21 up front and a 4.50-18 in the rear. A 38mm Mikuni carb mixes fuel and air for the water-cooled two-stroke single.

l-c 2-st single 430cc 1,38mm 6-sp 3.2 gal 236 lb



Husqvarna 430AE Auto Enduro • \$3957: Yet another carryover in the Husqvarna line is that company's shiftless wonder, the 430AE, winner of more National enduro championships than any other motorcycle in history. Last year, this three-speed automatic motorcycle received widespread improvements, including a revamped first-gear clutch assembly and an updated fork valve. There was also a more-progressive linkage, a new shock design, stronger footpegs and lighter hubs. The Husky fork allows the front wheel an even 11 inches, while the Ohlins shock provides an extra inch of travel in the rear. The brake department is manned by a 230mm front Brembo disc and a 160mm rear drum.

l-c 2-st single 430cc 1,38mm 3-sp auto 3.2 gal 236 lb



Husqvarna 430XC Cross Country • \$4066: The 430XC is back unchanged for '88, having been conjured up last year to replace the old 400 Cross Country. Husky devised the liquid-cooled two-stroke engine to offer better torque and a broader powerband than its predecessor. Their M.O. also included a lighter yet stronger 1.5mm hardened steel tube frame, new linkage and a modified shock. The Ohlins shock lets the 18-inch rear wheel move up 13.4 inches, while the Husky fork metes out 11.8 inches in the front. With a beefy 230mm Brembo front disc and 160mm rear drum, stopping is, as Alf says, "No problem."

l-c 2-st single 430cc 1,38mm 6-sp 3.2 gal 223 lb



Husqvarna 510TE Enduro • \$4995: Husky continues to refine their four-strokes, and the enduro model, like the cross-country and motocross mounts, benefits from a new frame, bodywork and rear suspension linkage and swingarm. With suspension tinkering, wheel travel is now 10.6 inches up front and 12.2 inches in the rear. Also on tap is an improved SEM CD ignition. Changes, of course, were inspired by Husky's slightly more avant-garde two-stroke machines. The liquid-cooled, SOHC four-valve engine has a Nikasil-lined magnesium cylinder and is fed by a 40mm Dell'Orto carburetor. The big thumper's backwoods excursions are fueled by a 3.2-gallon tank.

l-c 4-st single 503cc 1,40mm 6-sp 3.2 gal 256 lb



Husqvarna 510TX Cross Country - \$4995: Fans of Husky thumpers will appreciate the '88 upgrades to this desert devil. The four-stroke, SOHC, four-valve single-cylinder engine now rides in a new frame taken from the two-stroke line. There are also entirely new body pieces, including tank, fenders, seat, etc., acquired from the same source. The ignition system has been improved, as have the swingarm and rear suspension linkage. Suspension consists of a Husky fork and Ohlins piggyback-reservoir shock. Both supply wheel travel in the low teens. The 503cc water-cooled engine is fed by a 40mm Dell'Orto carb whose source is a 3.2-gallon tank. The distinctive white, blue and yellow color scheme remains.

I-c 4-st single 503cc 1,40mm 6-sp 3.2 gal 251 lb



Kawasaki KDX200-C3 - \$2249:

Kawasaki's lone enduro entry underwent extensive changes to become one very hot property in 1986. Last year, it received only minor fiddling, and now, in '88, Kawasaki must feel everything's just right because nothing has been changed except the carburetor and graphics. To refresh your memory, the KDX is powered by a Kawasaki Integrated Power-valve System (KIPS)-equipped, air-cooled two-stroke single with reed valve induction and a six-speed transmission. The leading-axle air fork and Uni-Trak rear suspension with remote reservoir shock offer 10.6 and 11.4 inches of wheel travel, respectively. Enduro extras include digital trip and time meters, off-road lighting, quick-change wheels and tool bag.

a-c 2-st single 198cc 1,35mm 6-sp 3.3 gal 221 lb



KTM 250 Enduro - \$3609: We've already tested KTM's newest enduro soldier and found it to be possibly the finest production woods racer on the market. On the outside, the 250 looks relatively unchanged. Its combat uniform is a striking combination of red frame, white plastic, blue engine and seat. White Power provided the suspension again (there's a longer shock shaft and revised valving in the rear and the new Pro-Tec system in the fork), and KTM seems to have smoothed out all the little glitches that irritated 250 riders last year. The power-valved computerized-ignition engine is a refined version of the '87 with a new flat-slide 38mm Dell'Orto carb. KTM offers a choice of three tank sizes for its enduros.

I-c 2-st single 247cc 1,38mm 5-sp 3.1 gal 216 lb



KTM 350 Enduro - \$3709: KTM's 345cc woods worker offers a raft of changes for 1988 with just a miniscule \$20 price increase. Among improvements is a new Tri-Port Exhaust system with two extra exhaust ports. The cooling system has been refined, and the transmission has more evenly spaced gear ratios and redesigned gear dogs for smoother, more positive shifting. There's a new White Power 4054 upside-down fork, and the White Power Adjuster shock has new spring and valve rates and oil seals. The 350 boasts a stronger frame, new slim profile tank with integral radiator scoops, improved exhaust pipe routing, lightweight aluminum bar with a Magura aluminum throttle and Metzeler enduro tires.

I-c 2-st single 345cc 1,38mm 5-sp 3.1 gal 225 lb



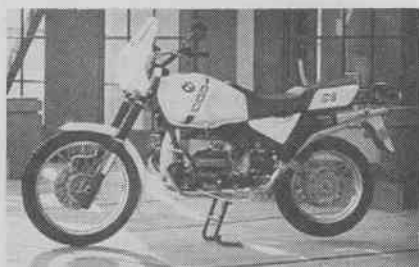
KTM 600 LC4 Enduro - \$4399: If you go out in the woods today, you're in for a big surprise! KTM has finally unleashed their long-awaited, liquid-cooled four-stroke enduro bike with four valves, a chain-driven overhead camshaft and a continuous electric water pump that maintains the correct engine temperature whether you're pinned in fifth or plonking around in first. Also featured are a five-speed transmission, Dell'Orto 38mm carburetor and a manual decompression device to aid starting. Front suspension is provided by a White Power 4054 upside-down fork, while a White Power Super Adjuster handles that job in the rear. Both wheels wear improved disc brakes with floating calipers and Metzeler enduro tires.

I-c 4-st single 553cc 1,38mm 5-sp 2.3 gal 253 lb



DUAL-PURPOSE

As the cost of motorcycles continues to rise dramatically, a good dual-purpose mount—one that can provide sensible street transportation and mild off-road fun—becomes an increasingly attractive alternative to owning more than one bike. And the choice becomes even more palatable when you consider the giant leaps forward that manufacturers continue to make in this category. If you need further convincing, take a look at the new offerings from BMW and Cagiva... or Honda's brand-new line of dual-sporters, the NX125 250 and 650.



BMW R100GS • \$5695: The boxer rebellion continues with the introduction of BMW's all-new R100GS, which replaces the R80GS sold in the U.S. through '86. The R100 is the only BMW to get that firm's latest engineering coup, the Paralever rear suspension, which greatly reduces the shaft drive's torque reaction on the rear suspension by routing the torque from the shaft forward to the frame. This big d-p bike also has new wire wheels with a spoke design which allows for the use of tubeless tires. New 40mm Marzocchi fork legs ride in aluminum triple clamps, and the GS has a single front disc brake. The GS comes in white with blue graphics or black with yellow, and BMW claims the opposed twin produces 58 horses at 6500 rpm.

a-c 4-st flat twin 980cc 2,32mm 5-sp 6.9 gal 412 lb



Cagiva 350 T4 • (Price not available): Cagiva has a hot new dual-purpose machine up its sleeve for 1988. Dubbed the 350 T4, it gets its might from a new, counterbalanced, overhead cam four-stroke single with four valves, an oil cooler and electric starting with backup kickstarter. This ultra-sturdy mount features a 40mm Marzocchi fork with 9.4 inches of wheel travel up front, and Cagiva Soft Damp suspension with a Marzocchi Supermono shock provides an equal amount of travel in the rear. The front brake is a 240mm Brembo disc, the rear a 130mm drum. There will probably be three color combinations available, including white with blue and green, white with blue and red, and a special Paris-Dakar replica.

a-c 4-st single 343cc 1,32mm 5-sp 3.2 308 lb



Cagiva 650 Elefant • \$4632: Cagiva's Elefant is the 1987½ version carried over without changes. Beating at the heart of the hard-charging Elefant is the Ducati 90-degree V-twin with Desmodromic valve actuation. The engine rides in an off-road-worthy chassis with a 42mm Marzocchi leading-axle fork and Cagiva's aluminum Soft Damp swingarm with a single Ohlins shock. The full double-cradle frame is made of square-section steel tubing. There are Brembo discs at both ends, and the bike has both an electric starter and a kickstarter. The bike is adorned with blue plastic fenders and headlight module, a white gas tank with blue and red accents, and a long, integrated blue vinyl seat.

a-c 4-st V-twin 650cc 2,36mm 5-sp 4.6 gal 407 lb



Cagiva 650 Elefant Limited Edition • \$4732: The more distinctive looking Limited Edition Elefant features a classy black and white color treatment that includes white fenders, headlight module (with lens guard) and handlebar brushguards. It, too, is a carried-over 1987½ model that incorporates a new valve adjustment system to simplify that chore. Wheelbase is a long and stable 60 inches; ground clearance is 9.8 inches. As added insurance, the Elefant is fitted with a steel skid plate. Metzeler dual-purpose tires are fitted on the 21-inch front and 17-inch rear wheels. There's an oil cooler with its own air scoop mounted up next to the 4.6-gallon fuel tank.

a-c 4-st V-twin 650cc 2,36mm 5-sp 4.6 gal 407 lb



Honda NX125 • \$1998: Honda dropped the Reflex and the XLs and replaced them with a new line of more street-oriented electric-start dual-purpose bikes. The NX125 is a real entry-level machine and a truly affordable mode of transportation which offers a low price tag, reasonable insurance rates, thrifty operation and a highly reliable engine that's been around for eons. Maintenance is kept to a minimum by an automatic cam chain tensioner and solid-state CD ignition. The frame-mounted, aerodynamic fairing is integrated with the fuel tank for smooth styling. There are stylish, rounded head- and taillights, push-to-cancel turn signals, approved spark arrestor/muffler and dual-purpose tires.

a-c 4-st single 124cc 1,22mm 5-sp 2.5 gal 247 lb



Honda NX250 • \$2698: The NX250 is the high-tech leader of the NX pack. Its engine is an all-new, liquid-cooled design with two cams, four valves and bucket-and-shim actuation. The transmission is an easy-shifting six-speed. Chassis specs are similar to the 650's, but the claimed weight is not; the 250 is, according to Honda, a whopping 75 pounds lighter at 260 pounds. A front disc brake and, of course, electric starting add to the NX250's street-riding credentials. The front wheel, unlike the 650's more conventional 21-inch, is a 19. An engine balancer decreases vibration, but as extra insurance the easy-to-read instruments are mounted in a vibration-resistant housing and footpegs are rubber covered.

l-c 4-st single 249cc 1,32mm 6-sp 2.3 gal 260 lb



Honda NX650 • \$3498: The brand-new NX650 uses the same basic SOHC four-valve mill as the XL600 it replaces, but electric starting, Transalp styling and unique street-biased dual-purpose tires give the machine a whole new character. The suspension is similar to that of the old XL, with a 41mm, 8.6-inch-travel, leading-axle fork and 7.6-inch-travel Pro-Link rear. The front brake is a disc, the rear a drum. The NX650 should be a decent off-roader with a change of tires, but it offers much better convenience and ergonomics to the average street rider than did the XL. Styling touches include an aerodynamic mini-fairing integrated with the fuel tank, round halogen headlight and metallic blue paint.

a-c 4-st single 644cc 1,40mm 5-sp 3.4 gal 335 lb



Kawasaki KE100-B7 • \$1099: "Tried and true" might be the motto of Kawasaki's smallest d-p mount, which has required only minor modifications from year to year. The KE is dirt simple but street smart thanks to a 99cc rotary-valve two-stroke engine that has proven itself rock reliable through some 20 years of thrashing in the U.S. This is basic, inexpensive transportation, with oil-damped telescopic front suspension and adjustable preload shocks offering 5.7 inches of wheel travel up front and 4.3 inches in the rear. The KE has a five-speed transmission, oil injection, a USFS-approved spark arrestor and keyed steering lock.

a-c 2-st single 99cc 1,19mm 5-sp 2.4 gal 187 lb



Kawasaki KLR250-D5 • \$2449:

Changes to Kawasaki's middleweight thumper are largely cosmetic, but then the KLR showed it was up to snuff on street or trails last year. Providing the impetus is a 249cc liquid-cooled, DOHC, four-valve four-stroke single with a six-speed tranny. An automatic compression release makes kickstarting easier, and the KLR has a CD ignition with electronic advance, an auxiliary cooling fan mounted behind the radiator and a coolant temperature gauge. Other niceties include Uni-Trak rear suspension (the 250 offers 9.1 inches of wheel travel at each end), front disc brake, aluminum rims and engine guard and a quartz headlight.

I-c 4-st single 249cc 1,34mm 6-sp 2.9 gal 258 lb



Kawasaki KLR650-A2 • \$3049:

Kawasaki dubs the KLR650 a "triple-purpose" bike, and it has what it takes for everyday dirt and street riding—and touring. The 650 got more horses last year and returns essentially unchanged. The liquid-cooled single-cylinder four-stroke has four valves and double overhead camshafts and is stuffed into a steel tube frame with a removable tail section. The KLR comes with front and rear disc brakes and Kawasaki's own Uni-Trak single-shock rear suspension. We're talking niceties here: electric starter, hand guards, half fairing with windscreen, rear rack, six-gallon fuel tank, skidplate and stainless steel exhaust.

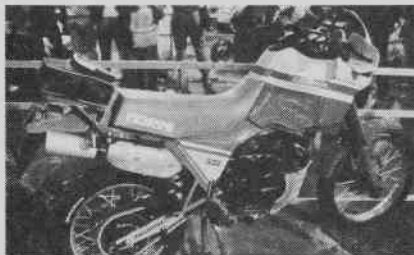
I-c 4-st single 651cc 1,40mm 5-sp 6.1 gal 337 lb



Moto Morini 501 Paris-Dakar Camel • \$3945:

Fortunately, Moto Morini hasn't tried to emblazon their name on this motorcycle, though it would certainly fit on the huge 4.9-gallon gas tank. With a projected range of 240 miles, the Camel should uncomplainingly carry you from one oasis to the next. The Camel shares the same air-cooled, 507cc, OHC 72-degree V-twin engine found in Moto Morini's other 501 models. It produces a claimed 43hp at 6000 rpm. Electric starting is part of the package, along with a six-speed transmission, dual exhausts with aluminum spark arrestors and single drilled disc brakes front and rear. It's available in red and white or blue and yellow.

a-c 4-st V-twin 507cc 2,28mm 6-sp 4.9 gal 350 lb



Moto Morini 501 Paris-Dakar Cougar • \$3995:

A wild new addition to the Morini line is the Couguaro (Cougar, to us). While it shares most of its specs with the Camel, the Cougar received a more radical, decidedly street-oriented styling that includes a small fairing and double headlight. Off-road amenities remain intact, including aluminum spark arrestors on the dual exhausts, massive 4.9-gallon fuel tank, engine skidplate, handlebar brushguards, rear fender-mounted toolbag and Michelin MT61 tires (a 3.00-21 up front, a 4.00-18 in the rear). There's a 40mm Marzocchi fork, while Morini's Mono System utilizes a Marzocchi shock out back. Choose Morini red or a red/white combination.

a-c 4-st V-twin 507cc 2,28mm 6-sp 4.9 gal 350 lb



Suzuki SP125J • \$1569: For very little cash, the SP125 lets you have your pavement and eat dirt, too. An oil-damped leading-axle fork provides 8.1 inches of front wheel travel, while Suzuki's Full-Floater rear suspension with box-type swingarm and adjustable gas/oil shock metes out 7.9 inches in the stern. The 124cc, overhead cam, two-valve four-stroke engine offers wallet-friendly gas mileage and adequate power. This is no minibike—it's a real motorcycle with a 32.3-inch seat height, 54.8-inch wheelbase and a dry weight of 244 pounds. The front brake is a hydraulic disc, the rear an internal expanding drum. Sorry, convenience-lovers, you'll have to kick it.

a-c 4-st single 124cc 1,24mm 6-sp 3.4 gal 244 lb



Suzuki SP200J • \$1949: Here's an unpretentious little dual-purpose mount that makes a lot of sense. It packs enough power to travel with traffic on major thoroughfares or muscle its way up undulating trails. At the same time, it's not too big a handful for beginners, gets great gas mileage and is subject to rock-bottom insurance rates. The little engine offers 199cc worth of overhead cam single-cylinder four-stroke power, backed up by a five-speed tranny and #520 chain final drive. The SP's off-road credentials include 9.5 inches of wheel travel from the leading-axle fork and 8.7 inches from the Full-Floater single-shock system. Color, friends, is red.

a-c 4-st single 199cc 1,31mm 5-sp 3.4 gal 242 lb



Yamaha DT50 L/C • \$1099:

Here's something to breathe new life into the dual-purpose market: Yamaha's brand-new DT L/C, a 50cc liquid-cooled two-stroke with Yamaha's Energy Induction System (YEIS). The 7.2-hp DT offers all the fun of a scooter for the street but also allows you to explore backroads and trails. It features long-travel suspension with an air-adjustable fork up front and Yamaha's Monocross with a DeCarbon-type shock out back. Also on board are a CD ignition, Autolube oil injection, USFS-approved spark arrestor, folding shift and rear brake levers, rear rack and full instrumentation behind an enduro-style headlight. Choose YZ white and red or IT blue.

I-c 2-st single 49cc 1,16mm 6-sp 2.3 gal 165 lb



Yamaha TW200U Trailway • \$1799:

The unique TW200 really made waves when it was introduced just last year. Its novelty lies in a pair of specially developed, ultra-wide dual-purpose tires that can find traction just about anywhere. Also appealing to newcomers are the manageable weight and low 31-inch seat height which provides the security of being able to plant both feet firmly on the ground. Plush suspension provided by a leading-axle fork and Monocross rear with a gas-charged shock irons out just about anything you'll encounter on- or off-road. And to get the TW all fired up, there's pushbutton electric starting with a backup kickstarter. A carrying rack is integrated into the broad rear fender.

a-c 4-st single 196cc 1,24mm 5-sp 1.9 gal 260 lb



Yamaha XT350U • \$2549:

Back by popular demand is Yamaha's 346cc d-p mount. Its lightweight motor features an efficient four-valve cylinder head with double overhead camshafts and Yamaha's Dual Intake System (YDIS), which uses two carburetors to precisely meter fuel for improved response at all engine speeds. The XT also has a gear-driven counterbalancer, automatic cam chain tensioner and a six-speed tranny suited to street and dirt applications. The leading-axle fork provides 10 inches of travel and is air adjustable, while the shock is adjustable for spring preload and rebound damping. The rear end also has Monocross rising-rate linkage with a box-section steel swingarm.

a-c 4-st single 346cc 2,24mm 6-sp 3.2 gal 265 lb



Play is a relative term. Just because members of this category are labeled playbikes doesn't mean they're dull or have to be kept on the straight and smooth. They're as capable as the rider.

PLAYBIKES

"Tried and true" is the theme of 1988's playbikes. There isn't much that's new, but there are plenty of familiar favorites that have proven themselves reliable, user-friendly and loaded with kicks. The Suzuki and Honda lineups are pretty much intact for 1988, though Honda let their two-year-old Fat Cat out of the bag. Yamaha, however, retains their full selection of fat-tired two-wheelers and has instead scratched the TT series and the little 50cc Y-Zinger. Kawasaki stands pat, though they have transformed their mild-mannered KD80 into a fat-tanked Superbikers replica. Whatever your taste in two-wheeled fun, you'll definitely find something here to take you for a ride.



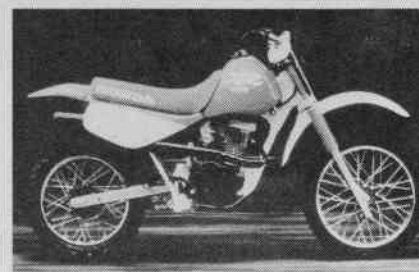
Beta Trekking • \$2995: Returning to the woods in 1988 is Beta's unique Trekking, a trail bike based on the TR32/33 Beta trials machines. It's powered by a 239cc two-stroke single with reed valve induction and a six-speed transmission. The frame is chrome-moly with an integral aluminum skidplate, and front suspension is via a 35mm Marzocchi fork with seven inches of travel. Last year's Marzocchi monoshock rear suspension has been replaced by a Corte Cosso single shock that offers seven inches of travel out back. Helping to transform the trialer into a trailer are an auxiliary fuel tank, lights, speedo, horn, luggage rack, a comfortable dual seat and passenger pegs.

a-c 2-st single 239cc 1, 26mm 6-sp 2 + 1 gal 195 lb



Honda Z50R • \$798: The baby of Honda's off-road line has undergone a number of revisions for '88. The red Z50 has new graphics and reshaped body components that give it a distinct family resemblance to Honda's other trail bikes. Kids will also appreciate the three-speed transmission's new shift pattern (neutral at the bottom, up for first, second and third), the added performance afforded by an increased compression ratio and the slimmer tank and extended seat. Parents will love the maintenance-free CD ignition and cam chain tensioner, as well as the grab rail for easy transport and a mud guard to keep junior clean.

a-c 4-st single 49cc 1, 11mm 3-sp 1.1 gal 109 lb



Honda XR80R • \$1198: Small but serious, the XR80 has many of the styling features and competitive essentials of its bigger brothers, including Pro-Link rear suspension with a box-section swingarm and a heavy-duty Showa shock offering spring preload adjustment to suit a variety of rider sizes and abilities. There are 4.3 inches of rear wheel travel, while the leading-axle Showa fork offers 5.5 inches up front. Some things don't change—or need to—like the proven four-stroke engine, versatile five-speed transmission and durable bodywork. New for '88 are handlebar brush guards.

a-c 4-st single 80cc 1, 20mm 5-sp 1.7 gal 141 lb



Honda XR100R • \$1398: For 1988, Honda's little explorer scout has been embellished with new graphics and the body style of the all-new XR600R. Also new are handlebar brush guards. The XR100 continues to earn merit badges for its dependable 99cc, SOHC, four-stroke single-cylinder engine, its smooth-shifting five-speed transmission, Pro-Link rear suspension, Showa leading-axle fork, powerful and lightweight drum brakes, large airbox with washable foam filter and large-diameter knobby tires. Other attention-getters are the low MX-style seat, black handlebar with crossbrace, cleated, folding self-cleaning footpegs, dog-leg levers and side-pull throttle.

a-c 4-st single 99cc 1, 22mm 5-sp 1.7 gal 150 lb



Kawasaki KDX80-C5 • \$1149: Here's something to keep the kids happy for years to come: Kawasaki's pint-sized "enduro-type" bike with many of the deluxe features of more serious fare. The trustworthy 82cc two-stroke engine has plenty of fun on tap, thanks to an Electrofusion cylinder bore, reed valve induction, a capacitor discharge ignition with electronic advance, plus a six-speed transmission. Kawasaki's Uni-Trak rear suspension offers shock preload adjustment and 6.7 inches of wheel travel. The leading-axle air fork provides equal travel up front. Also to the KDX's advantage are a USFS-approved spark arrestor/silencer, straight-pull throttle and dog-leg levers.

a-c 2-st single 82cc 1, 18mm 6-sp 1.2 gal 133 lb



Kawasaki KD80-N1 • \$1049: For 1988, Kawasaki hits the dirt with a brand-new minibike, the KD80. Styled like the motorcycles that competed in the Superbikers, the KD80 features a massive-looking 2.5-gallon fuel tank, pseudo radiator shrouds and two-piece steel disc wheels. There's bottom-link Uni-Trak rear suspension with 3.8 inches of wheel travel, and a 27mm hydraulic fork that offers 3.9 inches of travel up front. Powered by a 78cc two-stroke engine with Superlube oil injection and CD ignition, the KD is easy to maintain, while a five-speed transmission with positive neutral finder, front disc brake, low 25.4-inch seat and 132-pound weight make it a cinch to ride.

a-c 2-st single 78cc 1, 18mm 5-sp 2.5 gal 132 lb



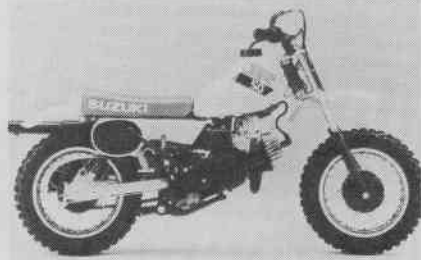
Suzuki DR100J • \$1309: Suzuki continues to put lots of energy into the small-displacement playbike category, and the ever-popular DR100 returns at its center. Beginning riders get a lot for their motorcycling dollar here, including light (176-pound) weight, low (29.1-inch) seat height and all the power of Suzuki's overhead cam four-stroke Twin Dome Combustion Chamber (TDCC) engine. The Full-Floater rear suspension offers five load settings and 5.9 inches of wheel travel, while the oil-damped leading-axle fork provides 5.7 inches. The 100's face-lift includes new graphics, a black engine, blue frame and yellow paint on the fork's outer tubes.

a-c 4-st single 99cc 1, 20mm 6-sp 1.5 gal 176 lb



Yamaha BW80U • \$899: Yamaha's fat-track two-wheelers—the BWs—have been like magnets drawing enthusiastic newcomers into the sport of off-roading. The 80 packs a whole lot of fun into a petite package that measures just 62 inches from bow to stern and 24.8 inches high at the seat. Propelling the fat-tired cutie is a rugged, torquey 79cc two-stroke with reed valve induction and Yamaha's Autolube oil-injection system. There's a three-speed transmission with an automatic clutch to make riding a snap, a safety-minded ignition switch with separate "start" and "run" settings and a removable exhaust restrictor that allows parents to control the BW's power curve.

a-c 2-st single 79cc 1, 15mm 3-sp 1.1 gal 146 lb



Suzuki JR50J • \$679: Junior explorers will love Suzuki's little trail tamer. Suzuki combined pseudo-RM styling with lots of easy-riding extras to create a mini that's worth its weight in fun. The JR comes with such confidence-building features as one-speed transmission with automatic clutch, two-stage speed control, suspension with two height settings, a diminutive 18.9-inch seat height and a weight well under 100 pounds. The itsy-bitsy powerplant is a two-stroke piston-port single with a 12mm Mikuni carburetor and Suzuki CCI oil injection. The 50 sports drum brakes and 2.50-10 full knobby tires at each end. Changes for 1988 do not extend beyond new graphics.

a-c 2-st single 49cc 1, 12mm 1-sp 0.53 gal 82 lb



Suzuki DR125J • \$1519: Suzuki positions their DR125 as an "enduro/playbike," and it does, indeed, have a competitive streak. There's strong, reliable four-stroke power, a six-speed transmission, PEI ignition and 428 final drive chain. Rear suspension consists of a box-type swingarm and Suzuki's Full-Floater with adjustable gas/oil shock. It provides 7.9 inches of wheel travel, while the oil-damped, leading-axle fork offers 8.1 inches. Binders consist of a hydraulic disc up front and an internal expanding drum in the rear. With its plastic fuel tank and side panels, wide front and rear fenders and combination headlight/number plate, the DR is set to be put to the test.

a-c 4-st single 124cc 1, 24mm 6-sp 2.6 gal 207 lb



Yamaha BW200U • \$1699: The BW200 whetted the public's appetite for fat-tired two-wheelers just a few years back, and new and experienced riders alike are still devouring these little butterballs. The 200's SOHC, four-stroke single-cylinder engine is backed up by a wide-ratio five-speed transmission with pushbutton electric starting and a backup kickstarter. Suspension on the stout BW consists of a leading-axle fork up front and a rectangular swingarm and twin oil-damped shocks with adjustable preload in the rear. Wheel travel is 6.3 inches at each end. The 200 is white and equipped with a headlight and taillight.

a-c 4-st single 196cc 1, 24mm 5-sp 1.7 gal 258 lb



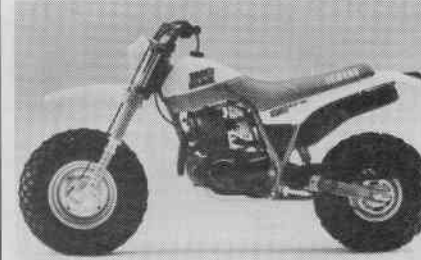
Suzuki DS80J • \$999: For serious young play riders, Suzuki's screaming yellow DS80 is the next best thing to an RM. The little 79cc, two-stroke Power Reed engine pumps out plenty of bottom-end and midrange torque so the DS is easy to control and really handles the hills. Adjustable Full-Floater rear suspension and box-section swingarm combine with an oil-damped fork to soak up the jolts and provide precise steering. PEI ignition and CCI oil injection mean low maintenance, and the five-speed gearbox gives the DS rider just the right gear at the right time. The 80's appealing RM-like styling is rejuvenated with new graphics on the roomy seat and a 1.2-gallon fuel tank.

a-c 2-st single 79cc 1, 20mm 5-sp 1.2 gal 128 lb



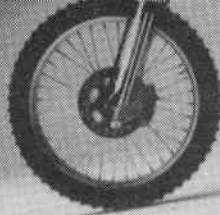
Suzuki DR200J • \$1899: If you see enduros in your future, Suzuki's DR200 may be just the bike to help you make the transition from fun to serious fun. It's lightweight and easy to maneuver... and there's a surprising amount of power from that trusty 199cc, SOHC four-stroke single. The 200 has Suzuki's traction-grabbing Full-Floater suspension with an aluminum box-type swingarm in the rear and an oil-damped leading-axle fork up front. Wheel travel is 9.4 inches fore and 8.7 aft. The front wheel has a hydraulic disc brake and a 70/100-21 knobby; rear rubber is a 70/100-18. The plastic gas tank hauls 2.6 gallons and a headlight/number plate combo rides up front.

a-c 4-st single 199cc 1, 28mm 5-sp 2.6 gal 209 lb



Yamaha BW350U • \$2099: Imagine a torquey, 348cc four-stroke single with wide, low-pressure all-terrain tires and a seat that's just 32.1 inches off the ground. While you're at it, add a five-speed transmission, automatic cam chain tensioner, vibration-quelling counterbalancer and convenient pushbutton electric starting. Voilà! You've just conjured up Yamaha's BW350, an even bigger dose of fat-tired, two-wheeled fun. Helping those big tires smooth out the terrain is a single-shock suspension and a leading-axle fork. Low-maintenance drum brakes are used on nine-inch diameter rear and 12-inch diameter front wheels.

a-c 4-st single 348cc 1, 28mm 5-sp 2.4 gal 295 lb



DATE: _____ TIME: _____
WHILE YOU WERE OUT
 Mr. D
 Husvarna
 PHONE: _____
 TELEPHONED: _____ RETURNED CALL: _____ LEFT MESSAGE: _____
 PLEASE CALL: _____ WILL BE IN: _____ PLEASE SEE ME: _____
 WILL CALL AGAIN: _____ WILL RETURN: _____ IMPORTANT: _____
 MESSAGE: *Gone Riding!*

DATE: _____ TIME: _____
WHILE YOU WERE OUT
 PHONE: _____
 TELEPHONED: _____ RETURNED CALL: _____ LEFT MESSAGE: _____
 PLEASE CALL: _____ WILL BE IN: _____ PLEASE SEE ME: _____
 WILL CALL AGAIN: _____ WILL RETURN: _____ IMPORTANT: _____
 MESSAGE: _____

DATE: _____ TIME: _____
WHILE YOU WERE OUT
 M.D.
 Suzuki
 PHONE: _____
 TELEPHONED: _____ RETURNED CALL: _____ LEFT MESSAGE: _____
 PLEASE CALL: _____ WILL BE IN: _____ PLEASE SEE ME: _____
 WILL CALL AGAIN: _____ WILL RETURN: _____ IMPORTANT: _____
 MESSAGE: *Info will be to*

DATE: _____ TIME: _____
WHILE YOU WERE OUT
 KTM
 PHONE: _____
 TELEPHONED: _____ RETURNED CALL: _____ LEFT MESSAGE: _____
 PLEASE CALL: _____ WILL BE IN: _____ PLEASE SEE ME: _____
 WILL CALL AGAIN: _____ WILL RETURN: _____ IMPORTANT: _____
 MESSAGE: *Will send photos ASAP*

DATE: _____ TIME: _____
WHILE YOU WERE OUT
 John
 American Honda
 PHONE: _____
 TELEPHONED: _____ RETURNED CALL: _____ LEFT MESSAGE: _____
 PLEASE CALL: _____ WILL BE IN: _____ PLEASE SEE ME: _____
 WILL CALL AGAIN: _____ WILL RETURN: _____ IMPORTANT: _____
 MESSAGE: *Returned call*

ATK
 Leitner Corp.
 723 Laguna Canyon Rd.
 Laguna Beach, CA 92651
 714/497-7525

BETA
 Cosmopolitan Motors
 301 Jacksonville Rd.
 Hatboro, PA 19040
 215/672-9100

CAGIVA
 Cagiva North America, Inc.
 700 W. 190th St.
 Gardena, CA 90248
 213/538-9337

CZ
 Bertus Jawa/CZ Motorcycles
 701 Glendora Ave.
 La Puente, CA 91744
 818/330-2326

FANTIC
 TMI
 Route 14, Box 259
 Cookeville, TN 38501
 615/526-4829

HONDA
 American Honda Motor Co.
 100 W. Alondra Blvd.
 Gardena, CA 90247
 213/321-8680

HUSQVARNA
 (See Cagiva)

KAWASAKI
 Kawasaki Motors Corp., U.S.A.
 9950 Jeronimo Rd.
 Irvine, CA 92718-2016
 714/770-0400

KTM
 KTM America, Inc.
 1906 Broadway
 Lorain, OH 44052
 216/244-2726

MONTESA
 (See Beta)

MOTO GUZZI
 Maserati/Moto Guzzi
 North America
 1501 Caton Ave.
 Baltimore, MD 21227
 301/646-3635

MOTO MORINI
 Herdan Corp.
 Route 61
 Port Clinton, PA 19549
 215/562-3155

SUZUKI
 U.S. Suzuki Motor Corp.
 3251 E. Imperial Hwy.
 Brea, CA 92621
 714/996-7040

YAMAHA
 Yamaha Motor Corp., U.S.A.
 6555 Katella Ave.
 Cypress, CA 90630
 714/761-7300