

nicely controlled one. Enjoyable, in fact.

The added wheel travel caused DG to raise the ride height some. It's a benefit on normal trails, as the skid plate doesn't drag as often as it does with stock suspension. The extra travel gives the expert more speed potential and because the suspension is tuned for compliance at low speeds, the slower rider isn't handicapped.

The forks can be tuned by altering air pressure, oil weight and volume, and by

adjusting the rebound damping. Our bike was set up perfectly as delivered. The forks contained 15w oil, no air pressure and the rebound damping set at the No. 1 (softest) position. Naturally this perfection doesn't come cheap. Hand made racing components are beautiful to look at, delightful to use, and incredibly expensive. Only the serious will be willing to fork over \$300 for a set of forks; less expert riders will probably opt for a fork kit and air caps, a

cheaper, less perfect fix.

Probably the best accessory on the machine is the Luft Shock and reservoir. It offers full control of the rear wheel, lots of travel, no fading, but best of all eliminates the kick associated with the monos. Even when charging into bumpy downhill turns, the rear wheel follows the ground without hopping.

With the new suspension the IT becomes a very competitive enduro bike.



Radial finned aluminum head cools better than stock and increases compression slightly.



A Luft modified shock and reservoir, combined with an aluminum swing arm, helps transform the little IT into a fine handling machine. K190 has grip like super glue.



cross-country racer or an expert's trail machine. The only complaint recorded during our test sessions was directed at the slow steering. When on tight, twisty mountain trails at speed, trees and rocks could be dodged easier with a steeper frame head angle.

Although wheel travel both front and

rear has been increased nearly 3 in., the seat height is a comfortable 35.5 in., moderate for a bike with 10 in. of travel.

The beautiful porting and other engine mods add horsepower in the mid-range and at high revs, but low end plunking power is lost. Beginners and most novice (C riders) best skip these mods. Expert (A)



DG/JT Enduro

With DG's recent expansion into the enduro bike field, appropriate enduro clothing has also been added to the DG inventory. DG is a distributor of JT Racing Products' popular clothing, so . . . it seemed only logical to evaluate a complete outfit while testing the modified TT175.

BOOTS

The JT boots are made in Sweden from top quality leather and weigh a full pound less than most others. They have distinctive yellow shin and ankle guards, made by Jofa from high-impact plastic, and may be replaced if damaged. The shin guards, ankle guards and other stress points are riveted for extra strength and long life. Soles are Vibram, smooth MX style or the traction type, and stock replacement parts are available. JT Champion boots are available in black, blue or red, all with yellow shin and ankle guards. If you are looking for color coordination, these are the ones.

The light weight is noticed as soon as you slip your feet into them. Break-in time is rapid. \$90.

UNLEATHERS

Nylon riding pants are very popular around our office, in fact our resident desert nuts won't wear anything else. Nylon pants are cooler in the summer and just as warm as leather in medium cold climates. Nylon is much lighter in weight than all leather, and most people think they are more comfortable.

The saddle area and inner knee are covered with leather to improve grip on the tank and seat. The waistband, belt and leg stripe are also made from leather. Hip padding is foam, nylon covered and snaps into place, making removal for cleaning easy. The knee-shin guards are also removable. They slide in from the bottom of the leg, between the lining and outer leg, then a strip of Velcro closes the opening.

The shin-knee guards are made from a tough plastic and are felt backed for comfort. Knee-shin protection is exceptional. The knee guard wraps around the knee, giving protection to the side of the rider's knee and adding comfort. The shin guards extend into the boot, helping support the lower leg and protect the normally exposed area between the boot top and knee guard. The only complaint we have with them is the lack of pockets. One small inside pocket is furnished but isn't enough for an enduro rider if he isn't wearing an enduro jacket. Otherwise, they are excellent. \$95.

ENDURO JACKET

An enduro jacket from JT has been rumored for a long time and it was worth the wait. Made from lightweight nylon, it boasts six large weatherproof pockets; four in front and two in back. The pockets extend up into the flaps.

Outfit

making it difficult to lose articles and effectively sealing out leaves, sand, water etc. An adjustable nylon waist belt is standard and, like all enduro jackets, feels like it is placed too high, a position required to allow large pockets. A bottom draw string combined with the waist belt ensures against cold drafts. The front utilizes a large zipper and an overlap with snaps. The neck sports a straight-up type collar with a soft lining to prevent neck irritation and uses a Velcro fastener. The complete garment is lined with a quilted material for comfort and warmth. Available colors are blue and yellow or red and yellow. Both combinations have a white stitching and look sharp. Fit is good and the quilted lining makes it one of the warmer riding jackets available. Cost is \$85.

CHAMPION II GLOVES

Another office favorite, these gloves have nylon backed foam padding sewn to the inside to cushion the rider's palm. This padding is overlaid to prevent bunching and more padding wraps around the thumb. The back of the gloves also have protective foam to ward off bruised knuckles and is applied so it protects without binding. Top grade leather is used throughout and the quality is superb. They are soft and very comfortable. Leather is dyed blue, the backing yellow. \$25.

JT SUPER CROSS BAG (not shown)

This bag is big enough to carry a complete set of practice gear and separate two-day outfit. It's made from heavy canvas, is double zippered and has double nylon carrying straps that wrap around the body of the bag. The bag measures 30-in x 16 $\frac{1}{2}$ -in x 12 $\frac{1}{2}$ -in. Colors are red or orange. \$39.

DC TEAM HELMET by Electro

This open face helmet is popular with both MXers and enduro riders. It offers comfort, light weight and good looks. We installed a JT Mikkola replica rock guard and five-snap team peak bill to it. The neck guard is made from shatter-resistant plastic and utilizes a ribbing on the edges for increased safety. It may be snapped to the helmet or secured permanently with screws or pop-rivets. It protrudes far enough forward to clear even the biggest noses and it is vented to improve air flow.

The five-snap bill eliminates the need to duct tape the bill to the helmet for extra support. Five snaps provide the proper support and the shape of the bill is popular with many riders. The helmet is \$75; bill, \$5.50; face guard, \$9.

DC Performance Products
1170 Van Hoin
Anaheim, Calif. 92806
(714) 650-5471



DG/YAMAHA IT175

SPECIFICATIONS

List price	\$2215	Primary drive	helical gear
Suspension, front	KYB ProLine fork	Final drive	# 520 chain
Suspension, rear	Luft reservoir monoshock	Gear ratios, overall:1	
Tire, front	3.00-21	6th	9.26
Tire, rear	4.60-18	5th	11.03
Engine	two-stroke Single	4th	13.13
Bore x stroke	66 x 50mm	3rd	16.54
Piston displacement	171 cc	2nd	22.79
Compression ratio	na	1st	34.08
Claimed power	na		
Claimed torque	na		
Carburetion	36mm Mikuni		
Ignition	CDI		
Lubrication system	premix		
Oil capacity (transmission)	1.4 pt.		
Fuel capacity	2.5 gal.		
Recommended fuel	premium		
Starting system	primary kick		
Air filtration	oiled foam		

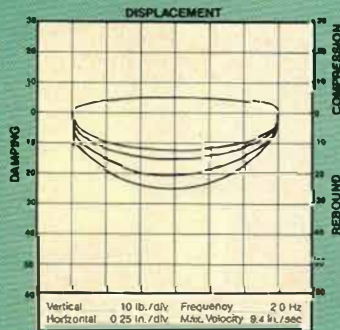
DIMENSIONS

Wheelbase	56.8 in.
Seat height	35.5 in.
Seat width	7.0 in.
Handlebar width	34.0 in.
Footpeg height	13.4 in.
Ground clearance	11.1 in.
Front fork rake angle	32 deg.
Trail	5.7 in.
Curb weight (w/half-tank fuel)	235 lb.
Weight bias, front/rear, percent	46.4/53.6

POWER TRANSMISSION

Clutch	multi-disc, wet
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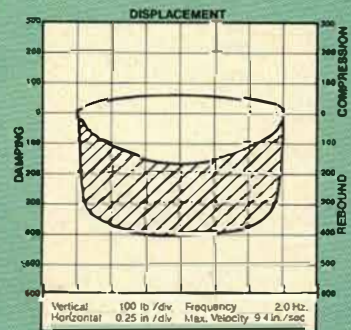
FRONT FORKS



KYB leading-axle air fork

Fork travel	10.0 in.
Engagement	6.5 in.
Stanchion tube diameter	38mm
Spring rate	15 lb./in.
Compression damping force	5 lb.
Rebound damping force	12;14,20;26 lb.
Static seal friction	10 lb.

REAR SHOCKS



DeCarbon Monoshock, Luft-modified

Shock length	27.2 in.
Shock travel	5.0 in.
Wheel travel	9.9 in.
Spring rate	168/300 lb./in.
Compression damping force	40-50 lb.
Rebound damping force	180-400 lb.

The combination of DG swing arm and Luft-prepared monoshock is as effective a combination as we've seen to date. The adjustability of the Yamaha damper is retained, while the Luft reservoir maintains fade-free operation. Internal changes which reduce damping, especially during the compression stroke, enhance rider comfort while allowing full use of the DG IT's increased travel.

This KYB fork is truly state-of-the-art. Adjustable rebound damping feature, in four detented positions, makes on-site tuning easier and more effective. The machined billet construction and the generous 38mm stanchion tubes make for a virtually flex-free front end assembly, which works extremely well on this machine.

DG PARTS PRICE LIST

Gold radial head	\$ 59.50	Dunlop K190 4.60 x 18 rear tire	35.00
Pipe	79.50	Dunlop K190 3.00 x 21 front tire	28.00
Porting	95.00	JT Phase II air filter	9.00
36mm Mikuni carb	56.00	DG tank decals (pair)	6.00
Aluminum swing arm	169.50		
8-gauge spoke set (2-sets @ 20.50 each)	41.00	Total	\$1056.50
Gold colored rim (18 or 21-in. @ 42.00 each)	84.00	23-in. front rim	47.00
Luft shock	95.00	23-in. front tire	32.00
KYB forks	299.00	Total	\$ 79.00

Tests performed at Number 1 Products



KYB forks are beautiful but expensive.



The IT is like a fish in the water. Continued deep river crossings didn't cause one misfire.

and experienced intermediate (B) racers should be able to utilize the extra power and live with the narrower power band.

The complete DG package turns the docile, everyone-can-ride IT into a contender for overall wins. The price of the DG IT will stagger the faint of heart, but most of the riders thought the little Yamaha worth the price. It is competitive against Europe's finest ISDT-style machines. Don't expect it to steer like a Maico WR or a Hercules; it won't. But the Yamaha rider has the convenience of a giant dealer network, cheap and available parts, and a machine that won't require four hours of maintenance for every hour it is ridden. A novice or beginner obviously won't need an all out racer... for a few months anyway. A stock 175 IT is a fine beginner bike. As rider skill matures, heavy spokes and longer travel suspension and porting etc. can be added. Much cheaper than trading bikes a couple times a year.

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CYCLE WORLD

BEAT THE PRICE IN ORDER N

LI cr ga rid La m Pho

DG/YAMAHA IT175

Speed Costs Money. DG Will Provide
As Much Performance As You Can Afford.



■ The distinctive DG initials are known and respected by motocrossers everywhere but may not mean much to the road and enduro rider. Not yet, anyway. Having established a solid base with MX equipment, DG has expanded its line into the street and enduro fields.

The DG-equipped Yamaha IT175 is an example of what the company does. The model selection is a challenge. The IT line and Suzuki's PE bikes are the best mass-produced enduro mounts on the market, and the most popular, so DG has concentrated on them, even though it's more difficult to improve a good bike than a poor one.

The test IT is not quite normal, because DG doesn't sell complete machines. Instead they sell equipment, for engines, suspensions, etc., and the buyer picks and installs what he wants, as the budget allows. Because the equipment modifications can result in a thoroughly revised bike, though, we asked them to bolt on one

of everything and let us try the changes all at once.

The major changes involve suspension. The IT comes with 36-mm stanchion tubes, sliders, etc., made by Kayaba for Yamaha. DG supplies KYB Pro units, an upgraded version with 38-mm (and thus stiffer) tubes and machined sliders. They have 10 in. of travel and are furnished with air caps, an air gauge, an oil level measuring syringe and a comprehensive fork tuning manual.

What the forks don't come with is triple clamps. DG's KYB forks for Suzukis include clamps, but because the stock IT clamps can be machined to accept the larger tubes, DG can keep the price down (relatively, at least) by allowing the buyer to do or farm out the machine work himself.

To go with the front end, DG modifies the monosock so the rear wheel also has 10 in. of travel. A Luft reservoir reduces fade under hard use.

The stock swing arm, which isn't noted for stiffness, is swapped for an aluminum unit, more resistant to flex. It also adds 1.5 in. to the wheelbase and is gold anodized.

Rims get the same treatment and are re-

laced, with 8-gauge spokes in a cross-four pattern. Tires are Dunlop's new K190, 4.60 x 18 4-ply in back and 3.00 x 21 in front.

Most visible change on the DG version of the 175 engine is the cylinder head, with radial fins and gold anodized finish. The compression ratio is increased slightly, although DG's tuners say the major improvement is in cooler running.

The test engine also had been fitted with a 36-mm Mikuni carb which had been jetted for our bike before installation and worked perfectly for the days of riding we put it through. The carb wore a foam air cleaner from Phase II.

The stock IT175 exhaust system and internal porting work well, giving plenty of power over a wide range of engine speed. DG wanted its show bike to have more power, so the ports were aligned and matched and polished, to a mirror finish for the exhaust and a smooth mat for transfers and intake. DG calls these changes Stage 3. More power with a narrower useful band is offered under the name Stage 5.

The DG exhaust was its own project. The stock pipe is a good one and DG couldn't find an overall improvement, so settled for more power within the rev range at which the porting changes work. The DG pipe is two pounds lighter than the Yamaha pipe and retains a spark arrester so it's legal in national forests.

Along with all the gold finish, the DG bike wore full coverage tank decals, with appropriate designs. They add color and protect the tank sides from scratches.

We took the IT into the mountains and spent one full day riding through the pine stands, sliding around firebreak roads and splashing across a convenient river. The next day was spent in the sandwashes, greasewoods and rock hills of the desert. Day three found the IT in the slippery trails of the foothills, all in the interest of giving the modified machine the complete range of off-road conditions.

Although the 175 is the best handling IT, the DG version was immediately better than the stock machine. Steering was more precise, thanks to the beefy forks and swing arm. Sliding on fireroads is easier and with the added horsepower and excellent tires, the front-wheel push common to all ITs is greatly reduced. This may be largely due to the K190s, which seemed to work as well as a Metzeler, the dirt standard. Only once during the three days did the front wheel let go and that slide was a

