

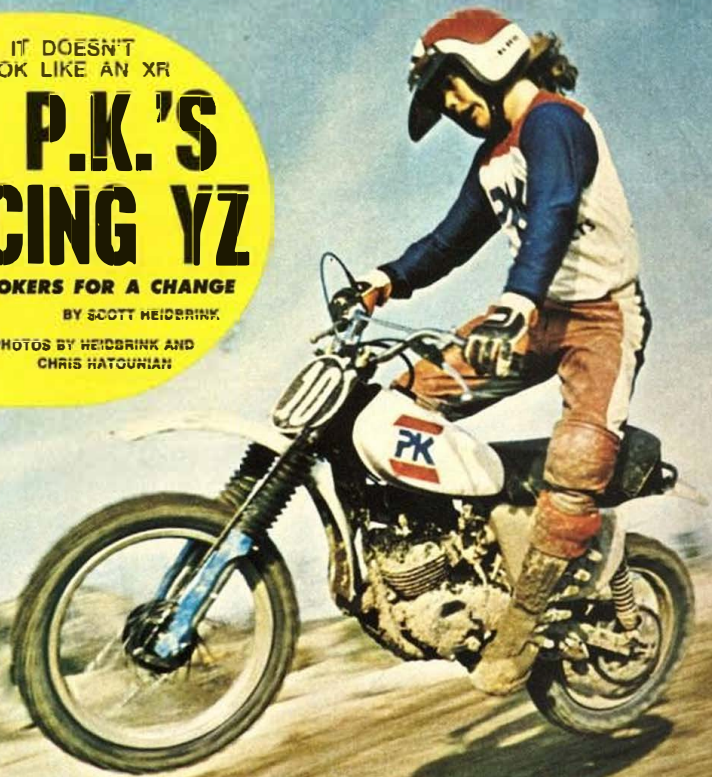
GEE, IT DOESN'T  
LOOK LIKE AN XR

# P.K.'S RACING YZ

**TWO-STROKERS FOR A CHANGE**

BY SCOTT HEIDBRINK

PHOTOS BY HEIDBRINK AND  
CHRIS HATOUNIAN



P.K. Racing Products have been around a long time and they've made quite a name for themselves by racing XR's around the country and taking home enough brass to start a door knob factory.

When you've done all this, what is left to do? Well, if you're Paul Kaitz, you keep working on development for the XR, but you also build a blow-mind minicycle based on the YZ 80C.

With YZ's cleaning up all across the country, it was the only logical move for P.K. to do, and start building trick goodies for the Yamaha.

Why limit yourselves to just one bike? The good thing about all this is that P.K. has carried over their winning technique to the YZ to come up with a very potent machine.

Looking at the bike, you'll notice that many things have been modified. It's not too different from a stock bike, until you start the motor and feel the power.

Forks have been converted to air forks. Instead of running two caps and trying to get the air at equal pressures, P.K. runs a common line, so that the pressure is equal in both tubes. This insures more even damping at all times by both forks.

Also, the stock forks have been machined down and then bead blasted to give them that works look. Also, a set of fork protectors were tied on to protect that pretty work. There's nothing worse than snapping a fork leg while you're in the lead at a race.

Rear suspension has been modified so it really works. Stock shocks were scrapped with a set of S&W bolted in place.

In the world of minicycle racing, S&W are what you might call the standards of the industry. Most of the big winners have been using these shocks or Boggs. Needless to say, they work fine, especially with the P.K. swingarm.

Yes, P.K. is now making swingarms for the YZ. They are much beefier than the stockers and really help the rear end. They are slightly longer than stock, making the bike easier to ride.

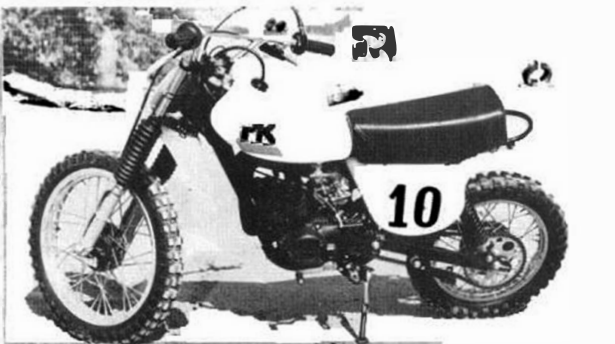
Under the hardest conditions, the suspension system on this YZ really works. Front and rear are very well matched for damping and travel both. A plush ride is your reward on the P.K. YZ.

With the motor, P.K. has really done some hot work. The pipe is a new design and tucks in nicely. This one was a prototype pipe and the production model will tuck in closer to the bike. With the pipe alone, there was a good power increase. Combine that to the other P.K. goodies and you have a rocketship of a minicycle.

When we went out testing, we took along Jimmy Holley, the P.K. ace, and our own Steve Schmitz. Steve has been



Jimmy Holley, the P.K. ace, lets the bike fly.



Just like their XR, the P.K. Racing YZ is a sano machine.



Side plates and rear fender are special P.K. items.



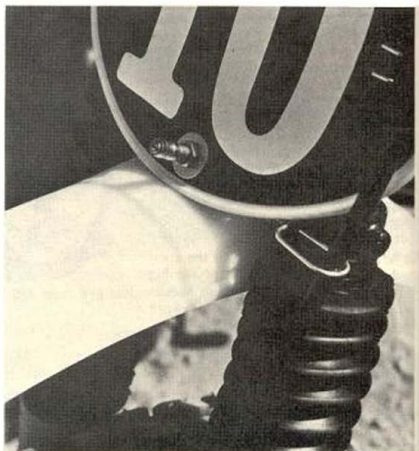
Forks are machined down so they look like they came off Hanna's factory Yamaha.



After riding his XR for so long, Holley found the YZ a big difference—FAST!



Forks are gas pressurized, but they run together.



Instead of filling each fork, you add air right here.

AME Number 1 for the past two years in the minicycle expert class, and he's the man to beat. He rode the P.K. bike and came back saying that the bike had more power than his winning machine, so it must be fast.

Many little details have gone into this bike, all the way down to the side covers and fenders. P.K. is having these custom made for them. Side covers really look neat, especially combined with their custom fenders. Unfortunately, the front fender was not

yet finished when we went out for the test, in its place was a Petty Mini Mudder.

Matching all the other P.K. bikes, the tank has been painted white, with red and blue stripes. It really stands out.

P.K. is also coming up with some other goodies for the YZs. They have a top triple clamp for the older "B" models so that the forks won't flex. It's plenty sturdy and really does the job.

Also, if you want to run in the 100cc

class, P.K. is making a kit to convert the YZ 80 up to a 100cc motor. In doing so, they replace the stock crank and rod, as well as a bigger piston and bore. All the components really look like they're up to handling the job. We'll do a story on that in a later issue.

Well folks, you can't call P.K. Racing the XR specialists any more. Now it looks like they're trying to do the same thing with the YZ as they did with the XR. Look out competition, here comes another fire-breathing YZ!



Flying out of corners was the YZ's specialty.

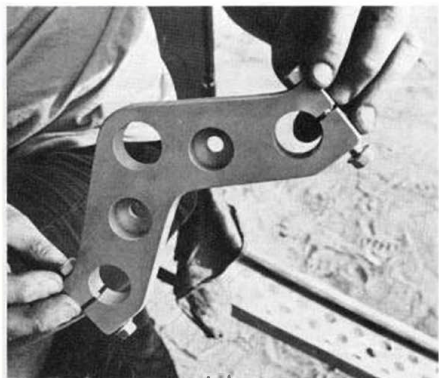


One sore spot on the YZ is the swingarm. P.K. makes their own so they won't have the hassle.

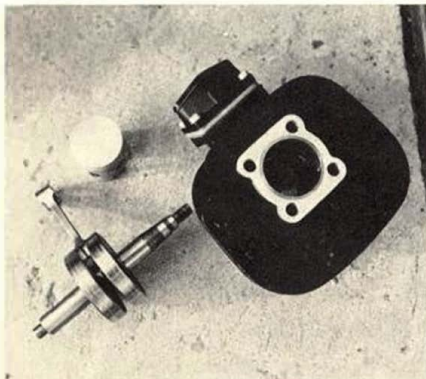


[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)

Mid-air, just waiting to get traction.



For "B" model owners, P.K. has a special top triple clamp to eliminate flexing.



Here's a trick item, a 100cc kit for the YZ 80C motor. It really comes complete. Talk about a fire breather!



Paul Kaitz, in real life, riding off into the sunset on his latest creation.