

DG'S SUPER YZ 125 ONE-OFF

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MOTOCROSS

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**BMX HOT
SET-UP**

**YAMAHA'S MX125C:
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**TRAILING THE TRANS-AMA THRU
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technical

DG'S CASE INDUCTION

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4Z125C YAMAHA

If you're looking for something trick, we found it!

by Dick Miller



When you think of DC Performance Specialties it brings to mind the multitude of accessories offered by a comparatively new firm in racing motorcycles. Gary Harlow, owner and shotgun of the company, jumped with both feet into the

motocross game, fielding a very formidable team of riders to represent his products on the local and national MX circuits. One of the tougher aspects of racing for a small company is the head-to-head confrontation with the large-budget

factory teams. Gary's been very successful even so, and is emerging as one of the talent scouts in the sport. Evidence of this is his consistent loss of riders to factory contracts, the latest being Bob Hanna who recently signed with

The "Limited Edition" DG special consists of parts and accessories which ~~they manufacture and distribute~~. Mysterious box in front of numberplate is DG's CD ignition.

www.legends.yamaha-enduros.com



Chassis is chrome moly and built by Pro-fab. The paint is bright canary yellow. The whole package tips the scales at 190 pounds with a full tank of gas. Reworked monoshock and "small Marzocchi's" make up the suspension. Very nice!

Seventeen-fin radial head, special porting and polishing of the cylinder, case induction with reed, 34mm Mikuni, DG Torquer pipe and CDI ignition are most of the modifications made for increased power output.

DG's special wing arm for YZ monos is lengthened one inch and built of chrome moly tubing. Protec chain tensioner and guide is a simple bolt-on.



Yamaha. You'll be heating a lot about him!

Recognizing the fact that most of the development work on the smaller 125s is with the Honda, Gary has lately been devoting much time to Yamaha — and the bike you see in

this article is a way of showing their involvement. It's a one-off-type racer and incorporates many of the parts that Gary's firm produces and distributes. However, there is one modification that is peculiar to this bike and that makes it different from

your run-of-the-mill prototype: case induction.

Extensive machine work was required to bring about this conversion, and at the present time there is nothing contemplated about making a similar version available to

DG'S CASE INDUCTION 4Z125C YAMAHA



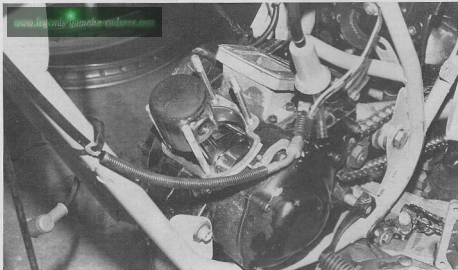
Special base manifold bolts to engine cases and special port that angles to the back of crank chamber. There is still some experimentation to be done with crankcase volume for more power and efficiency.



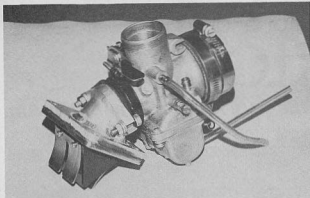
The stock intake was filled and modified into an extra transfer port. The rest of the porting was done to DG's specs with a lot of attention given to the exhaust.



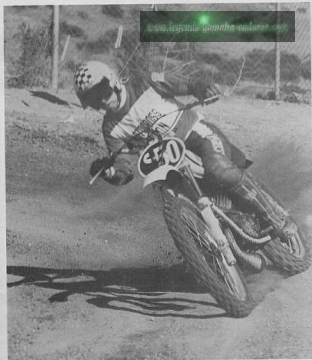
Marzocchi aluminum forks have over seven inches of deluxe travel. The leading axle design sticks the front end into corners like no other YZ125. The accessory forks are heavier than the stock units and are much cheaper than the "works" magnesium Marzocchis, but you'll still pay a pretty penny for the conversion.



The case induction requires a lot of machine work and time. It isn't feasible because of the cost versus the end result at this time. DG's main purpose in the experiment was to show their involvement with the Yamaha and to further their racing exploits. Check out the Teflon chain guide behind the countershaft sprocket.

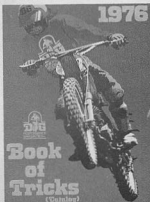


The 34mm Mikuni butts up to special alloy manifold using a four-petal reed.



DG's "Special Edition" is a blast to ride, and although not all the bugs we worked out of the case induction it's still fast. The bike is a testament for all DG's products, and even if it weren't fast it's the trickiest looking bike in the pits. As one guy said, "I'd like to own it just to ride around the pits between motos to blow everyone's mind."

the consumer. The engine modification is for research and development only, with an effort to extract as much potential from the Yamaha engine as possible. Besides, it makes a great conversation piece and interested us enough to do an article on it.



Prices of all the parts used on this bike and of parts that weren't can be found in DG's new catalog, *Book of Tricks*. It'll cost you a buck. The address is: DG Performance Specialties, Inc., 8852 La Palma Ave. East, Anaheim, California 92806; (714) 996-4430.

We secured the loan of the bike for long enough to take a couple of practice sessions on it and to tear it down to find out some pertinent information. Despite the more than stock power, it was an easy bike to ride. Power response was quite broad for a powerful 125, and although we were never able to go head-to-head with any other really trick scooter in its class, it had that competitive feel to it. With a full tank the bike tipped the scales at 150 pounds. The heavier-than-stock aluminum Marzocchi forks more than made up for the increase in weight by virtue of their superior performance.

It was a fun bike to ride, which isn't the case with most trick bikes. Besides being a competent race bike it was an expensive one to build, and as mentioned before it's a test vehicle for DG's products and a racer for his team riders.

If you're at the races and see the bright yellow truck with the powder blue DG logo in the pits, check it out for yourself, that's why Gary had it built.