



The lengthy DG Yamaha YZ80G.



Honda CR 80 owners drool.



DG's modified Kawasaki.



DG's Suzuki RM80T.

DG WORKS 80s

What Dreams Are Made Of

By The Staff of Dirt Bike

Trick. Exotic. Works. Radical. Those are just some of the things we hear when somebody starts drooling over a Team DG racer. It's not our kind of language, though. We're here in the plush, well-lit, padded DIRT BIKE offices don't often have a test bike with that character. We are mostly straightforward with our tests, using stock bikes that anybody can go out and buy. Building the "ultimate racer," using parts and accessories affordable only to the comfortably well-off, isn't our neck of the woods. We do it as if the money were coming straight out of our pockets, just like the average dirtbike rider.

But, when DG Performance Specialists offered us four of their works 80cc moto minis to thrash around for a while, we broke tradition a bit. Since it has only been a couple of months since the 80 shootout, we thought you might be interested in what the top privateers are running on the national minicycle circuit, as well as what it would cost you to have an honest-to-gawd Team DG race bike of your very own.

Thus, a 1980 Yamaha, Suzuki, Honda and Kawasaki 80 together for a little evaluation. This is not a shootout, but rather a no-holds-barred effort on each bike, how they did it, and what the benefits of each modification are.

The mods are broken down into categories, and we'll cover what makes up these mini-minis, from their powerful motors, to the cosmetic redesigning. You'll also find a parts and price breakdown chart, as well as the prices for a complete DG package racer.



Engine Work/Gearing

All of the engines received basically the same treatment, with the exception of different reed valves installed in the Suzuki and Yamaha. The DG Gold Radial head went on each motor, to give it more compression, as well as a claimed 40- to 60-percent gain in cooling capabilities. Inside the cylinder, DG Stage 5 porting was done.

The operation here was to blueprint the cylinder, raising the exhaust ports and lowering the intakes. To complement this, an Expert Hi-Pipe was installed, which increases the mid-range and overall power, while Mikuni 30mm carburetors were installed on the YZ, RM and KX, with a 28mm going on the CR.

DG's Stage II filters were slipped inside the air box, and aluminum

silencers were tacked onto the pipes. These silencers not only offer quieter performance, but are totally rebuildable, and lighter than the stockers. New Pro Flow air scoops were designed specifically for the minis, and while the Honda is the only one sporting the cooler, DG now has scoops available for all the bikes.

The purpose of the scoops is to direct the airflow onto the engine and keep it running cooler longer, keeping the maximum horsepower output available while the engines scream the entire moto. As mentioned, reed valves were installed only on the RM and YZ, a two-petal item for the Suzuki and a four-flapper for the Yamaha; designing is now under way for KX and CR reeds in the DG R&D department.

Two different kits are available from DG if you don't feel like all of the trickiness above: an Expert kit and an Intermediate engine kit. The Expert includes a special head, pipe, carb, filter and porting, along with a DG T-shirt, jersey and team hat, while the Intermediate comes with a different pipe, the head, carb, filter, T-shirt, jersey and hat. All of the kits come with Castrol "R" 30 racing lubricant, and the carburetors are jetted for the 20:1 bean oil mixture.

As for the gearing, all of the stock 420 chain and sprockets were removed. In their place, a 428 sprocket kit was installed to hoist the Tsubaki 428 chain, and higher gearings run on all but the Suzuki. At the swingarms, new roller bearing-type chain tensioners are used to give smoother, tighter guidance and operation.



A new pipe, gold radial head and porting add up to a powerful combination on the DG 80.



The gold radial head is claimed to reduce heat buildup and keep the motor on full power longer.



The Expert kit—pipe, porting, head and carburetor—made the Yamaha a rocket.



Suspension/Handling

All of the bikes received somewhat similar changes in this category as well. At the rear, all four bikes received a DG gold swingarm (increased strength over the stock units). On the Yamaha, a Luft shock and reservoir was installed, which increased the travel an inch and a half, as well as giving better damping characteristics. On the other three dual shock rear ends, KYB reservoir shocks were installed, with medium springs. Travel increased at the back. Terry fork kits went into each set of legs, and an inch and a half was pulled out here. In place of the stock caps, six units went for more versatility, and on the legs, DG fork skirts were fitted for protection.

Not only did the travel increase with the above modifications, but the ground clearance and seat height, too.

Rims and Tires

DG slipped glistening gold-anodized rims and spokes on all four bikes, 14-inches on the back and 17s up front. The rims are new, stronger Akronts made of anodized aluminum alloy, while the spokes are eight-gauge. IRC tires were mounted front and rear, a 4.10 on back and a 2.75 at the head. The only difference here is that the Honda comes with a new axle and bearing set inside the rear wheel. The stock axle breaks easily, so DG built a chrome moly rod to replace and strengthen it.

Cosmetics

A lot of little changes here add up to make the DG mini racers different from any stockers around. A GP seat kit comes on every bike, to raise the foam and re-covers the stock saddle. Chrome moly handlebars are slipped on for strength, and fitted with aluminum alloy DeHandler levers, Oakley II grips, and a nine-inch cross-bar pad. The package is finished off with a new front number plate, and team tank decals.

The Complete Package Racer

If you went out and bought all of these modifications separately, here's what your wallet would be facing, assuming that you already had the bike to begin with. For Suzuki RM80, the cost of all the aforementioned parts and modifications would come to \$1067.40, while on the Kawasaki it's \$1007.45. The Honda's parts total would equal \$1036.45, and the Yamaha would come to \$1133.40. That's all separate, with you already owning the motorcycle.



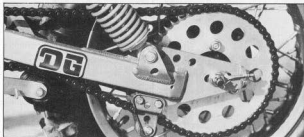
Along with the new swingarm and shocks, DG gave the Kawi a new chain guide and tensioning system to direct the bigger drive system.



Reservoir KYB shocks add an inch-plus to the rear travel, and the new chain and gearing give the bike a better, stronger pull.



A new swingarm and Luft shock add travel to the YZ's rear.



Again, DG put on a new swingarm, chain, gearing and guide/tensioner system for the Honda's rear end.

(Continued on page 70)

(Continued from page 55)

www.legends-yamaha-enduros.com



If you want a Team DG race bike, ready to go, just like the ones you see here, you can have one for \$1800, bike and all. That's about \$750 more than the price of all the parts and modifications separately, and includes the bike, and one more very important detail. If you live anywhere in the continental United States and buy one of the package racers complete, DG will fly a mechanic out to be with you at your first race with the bike. He'll do all of your wrenching, jetting and everything, and it won't cost you a thing. DG foots the bill. Its like buying a factory ride for a day.

Yep, we broke tradition for a little bit and got into the world of exotica. And what red-blooded mini-racer wouldn't want to own a tricked-out works mini and enjoy a full factory ride for a day.

Now, that's the stuff dreams are made of. □

PARTS AND PRICE LIST

	RM80T	KX80	CR80	Y280G
KYB shocks -medium springs	\$129.50	\$129.50	\$129.50	
DG, gold swingarm	139.50	139.50	139.50	\$169.50
428sprocket kit	41.50	41.50	41.50	41.50
428 Tsubaki chain	22.50	22.50	22.50	22.50
Gold Radial head	68.50	68.50	68.50	68.50
Expert Hi-Pipe	75.00	75.00	75.00	75.00
Mikuni carb, all 30mm except CR80 28mm	57.50	57.50	57.50	53.50
DG Stage 5 porting	80.00	80.00	80.00	80.00
Stage II filter	9.00	9.00	9.00	9.00
IRC 4.10x14	29.50	29.50	29.50	29.50
IRC 2.75x17	26.50	26.50	26.50	26.50
Gold 8-gauge spokes 14-inch	23.00	23.00	23.00	23.00
Gold 8-gauge spokes 17-inch	23.00	23.00	23.00	23.00
Gold alloy rims 14-inch	44.50	44.50	44.50	44.50
Gold alloy rims 17-inch	44.50	44.50	44.50	44.50
GP seatkit	23.00	23.00	23.00	23.00
Front No. plate	7.50	7.50	7.50	7.50
Fork skins	9.00	9.00	9.00	9.00
Defhandler levers - alloy	14.50	14.50	14.50	14.50
Chrome moly handlebars	24.50	24.50	24.50	24.50
Aluminum spacer	41.50	41.50	41.50	41.50
Tank decals	6.00	6.00	6.00	6.00
Oakley II grips	4.50	4.50	4.50	4.50
Chain tensioner	23.50	23.50	23.50	23.50
Nine-inch cross-bar pad	3.50	3.50	3.50	3.50
Air fo-kcaps	16.00	16.00	16.00	16.00
Pro Flow scoop	19.95	19.95	19.95	19.95
Reed valve	59.95			59.95
Expert kit	288.00	288.00	288.00	288.00
Left shock				169.50
Intermediate kit	208.00	208.00	208.00	208.00
Rear axle and bearing			45.00	
Complete motorcycle	\$1800.00	\$1800.00	\$1800.00	\$1800.00

Expert kit includes:
head, pipe, carb, filter, porting,
T-shirt, jersey and hat.

Intermediate kit includes:
head, pipe, carb, filter,
T-shirt, jersey, and hat.

All kits include Castrol "R" 30

DG Performance Specialties
1170 Van Horne Rd.
Anaheim, California 92806