

DG'S 125

FACTORY YAMAHA

By Rick Valasek



The Closest Thing to Bob Hanna's Bike That Money Can Buy

(Above) Harry Klemm poses with one of the DG "factory" bikes. This one is just the same as your stocker with the exception that it's lighter, twice as fast and a lot more expensive.

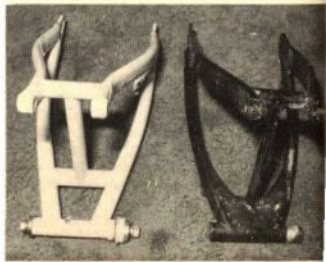
Face it! The only way you, I or anyone else is going to get his sweaty palms on a factory bike is to sign our name on the bottom line of a major factory racing contract. That eliminates a whole bunch of us right off, but don't give up, there is still hope on the way.

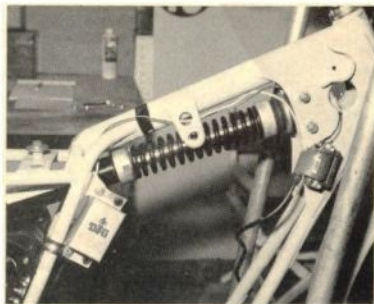
If you happen to own a Yamaha 125 YZ or plan on buying one, stick around 'cause were going to show you how to turn the little yellow gem into the closest



These parts plus the frame are the secret to the factory performance and handling

DG swingarm is on left. It's one inch longer and a lot more carefully made.





Stock monoshock is located in the DG frame the same as stock. Small box is the heart of the new ignition system.

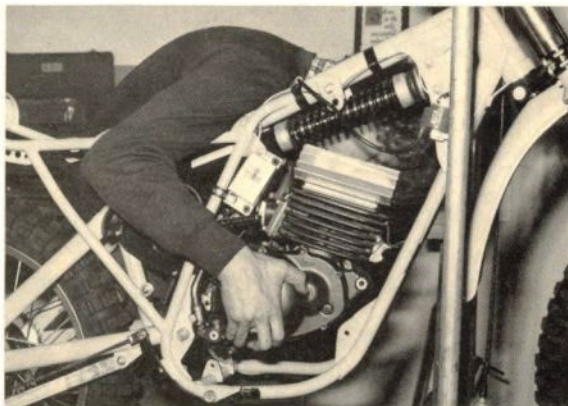
The frame is 10 lbs. lighter and a lot stronger thanks to the chrome-moly construction.

thing to a factory bike this side of a Yamaha racing van.

Now the whole trick of the thing lies in DG Performance Specialties, 5552 La Palma Ave. East, Anaheim, CA 92806. These people support their own racing team with a complete research and development department, as well as their own racing van and rolling repair shop. Behind all this is Harry Klemm, chief wrench and one-time tuner for Rex Staten. Harry is responsible for research and development as well as keeping the team riders in the winner's circle.

But you're asking, what can they do for me? Well, DG has been racing and winning on their modified Yammys in the Southern California area, and at this writing are loading up their bikes and tools to contest the Florida series.

The point of all this introduction is to tell you that DG has a complete line of products for the YZ that work together. Put the emphasis on the word "work"



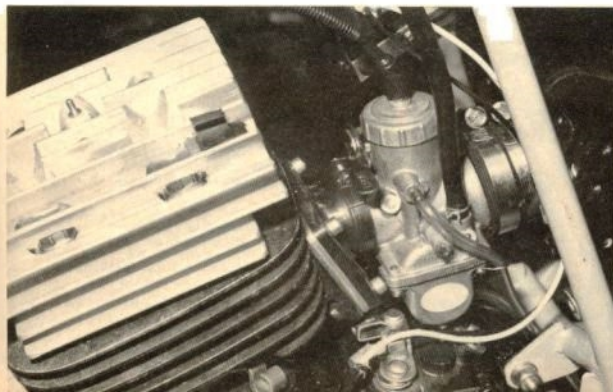
Once the head work and the cylinder is replaced, you just slip the modified engine into the new frame. No hassles here—it really does just drop into place.

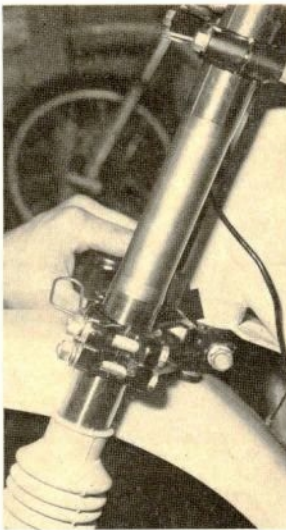
Once the engine is in, slip the new carb into place.

since that's the idea. Now we'll describe the way a DG "factory" bike goes together. It's expensive and takes time but it's the closest thing we've seen to a factory number. Watch for a complete dirt test on the DG racer in a future issue of *Popular Cycling*.

Assembly and Parts Description

The first thing to consider is the frame and swingarm. The DG frame is made to



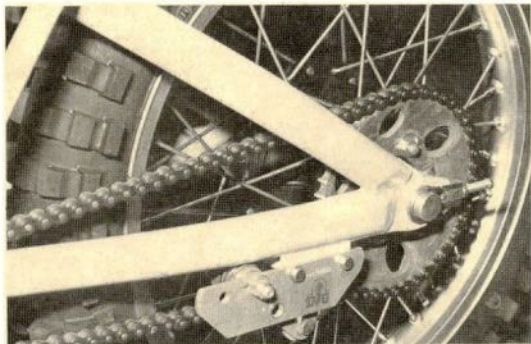


(Right) The airbox has to be modified to accept the new carb. DG makes a kit for this. The flange at left is simply bolted on the old airbox.

A lot of people put the tubes in the triple clamps so they are flush with the top. This doesn't allow the lower part of the triple clamp to get a good grip on the tube.



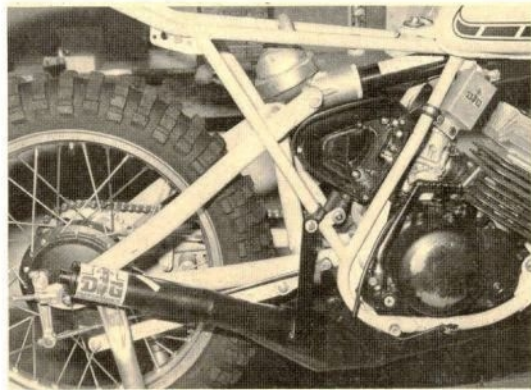
No, this isn't out of your dishwasher, it's the new JT Phase 2 filter kit.



Last but not least is the kit that allows you two inches of padding for the seat. This won't add any horsepower but it sure makes riding a lot nicer.

(Above Center) Once the new sprockets and chain are installed, be sure to bolt on a chain guard. This little hummer keeps the chain on the sprockets.

The new exhaust pipe is one of the most important part of the performance package. The stock pipe is just too restrictive.



Radial head	\$38.95	JT Phase 2 filter
Porting and polishing	\$90.00	Fork boots
Torquer pipe	\$48.95	Fork guards
34mm Mikuni carb	\$38.00	Seat kit
Frame and swingarm	\$425.00	Chain guard
Sprocket Kit with chain	\$42.95	Ignition system
Handlebars — Inter Am	\$14.95	Air fork caps



the same specs as the original, so why buy it? Well for starters, it is made of chrome-moly, so it's 10 lbs. lighter, and since the factory frame is made of mild steel, the DG frame is much stronger and won't flex as much.

The DG swingarm is one inch longer and also made of chrome-moly, so it too is lighter and stronger. The added inch gives you a little more wheel travel and smooths out the turns.

One of the biggest advantages of the DG frame is that all of the fittings from the stocker will fit on the new frame and swingarm.

Engine modifications start with a ported and polished barrel, a radial head and 34mm Mikuni carb, and end up with a torquer pipe that really allows the engine to breathe. Harry mentioned the fact that the Yamaha's biggest problem is exhaust characteristics, and it seems as though DG has solved the problem.

DG also has a modified ignition system. Without getting too technical, let's just simply state that the new juice regulator allows the engine to rev higher and controls the timing of the spark at top revs more consistently.

It would be nice if you could just bolt the 34mm Mikuni to the stocker, but we all know that nothing is that easy. The airbox kit uses the main body of the old box and includes a new flange for the carb. A JT Phase 2 filter is used with the new intake system.

On the front end DG uses a set of air fork caps along with a spring kit. Handlebars are aluminum Inter Ams. The fork boots don't add any horsepower but keep things clean and they do work against flying rocks just in case you let someone get in front of you.

Since the engine puts out more ponies, the sprockets and chain have to be different and DG makes a kit to take care of this problem. They also have a chain guide that keeps the chain tight as the swingarm bounces along.

Last but not least is the seat. DG has a rebuild kit for the stock seat that gives it more padding without adding weight.

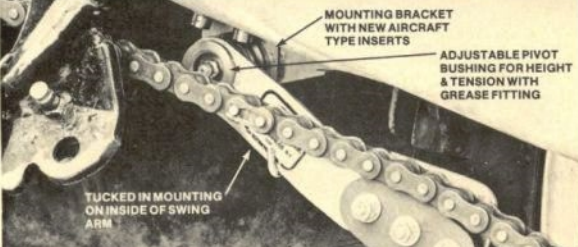
Well there it is, a lot of wrench turning and money but it is worth it. If you haven't gotten out your tool box and called up DG by now, stick around for the dirt test we'll feature in an upcoming issue of *Popular Cycling*.

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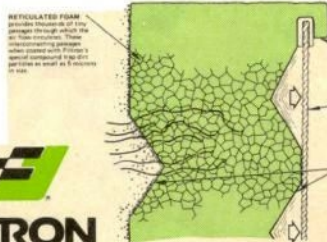
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