

**ALMOST LIKE A FACTORY RIDE**

# DG's PACKAGE RACER

*A YZ80 gets the high  
tech treatment*



*Laying it down and whipping it is what  
racing minis is all about.*

□ Wouldn't it be great if you could buy a brand-new minicycle that already had all the newest, trickest accessory parts before you rolled it into your garage for the first time? You bet. DG Performance Specialties, in Anaheim, California, thought so, too, and they're now offering a special Package Racer to the general public that comes stock with everything needed to competitively enter any Expert-class event in the country. That's providing you have Expert-class skill, of course.

We got together recently with DG's Mark Dooley and his '82 YZ80 Package Racer out at Saddleback Park, and with the help of test rider Lance Smith, we learned all about this factory-trick mini.

## POWER TO GO

The '82 YZ80 had the killer motor of the mini class last year, but naturally there are a few more ponies hiding inside the water-cooled cylinder, and DG does its best to extract them.

The barrel receives DG's Stage Five port massage, while the cylinder head is milled a few thou' and the squish band is altered. The head milling raises the compression from about 115 pounds stock to a modified pressure of about 150 pounds. By redoing the head's squish band, the combustion flame front moves faster and more efficiently, adding yet more power.

The engine is disassembled on the Package Racer and a service called "crank centering" is performed. This ensures that the crankshaft is perfectly shimmed so that there is no binding or friction in the cases, which could rob horsepower.

The ignition system remains stock.

The exhaust gasses are routed out a DG

Pro Series Race Pipe. It's a hydro-formed 20-gauge steel expansion chamber that allows the YZ to rev higher and pull a bit longer in each gear. The raspy bark is quieted by a rebuildable gold aluminum silencer, which saves a couple pounds over the stock steel silencer.

The DG YZ80's intake system includes a white plastic dual-filter airbox that allows the Yamaha to breathe a little easier, and DG's Power Canister, which has a slight volume difference from the stock YEIS boost bottle. The 26mm Mikuni carb remains stock, other than having the main jet lowered from the normal 210 down to a 190.



*Stage Five porting, a milled head, and a reworked combustion chamber give the DG Package Racer its extra sting. The standard YEIS boost bottle is replaced with a Power Canister.*



*The low- and mid-range power was  
surprisingly good considering the  
amount of work done to the engine.*



*DG Works Series chromoly bars and Oakley Octopus Grips help keep things under control. The new works-style numberplate looks and works pro-moto*



Is it worth it? If you want a factory-trick mini you don't have to put together yourself, then it is. You'll have to dig up your own white plastic, though.

DG recommends the use of Bel-Ray lubricant throughout the bike. GK-1 two-stroke oil is mixed with the gas at 20:1, and the transmission and fork oils are from Bel-Ray.

Interestingly, DG uses distilled water with only a couple teaspoonfuls of anti-freeze in the cooling system to lubricate the pump seals.

#### TRICK TRAVEL

To provide a good balance, DG has matched the improved power with improved suspension. Up front you'll find the stock fork externals with some fifty new internals. DG's Fork Kit consists of a set of damper rods that net a better damping response. Dooley recommends the installation of late-model '82 Kawasaki fork springs. They are a bit stiffer, and prevent bottoming when thrashing

over rough terrain at Pro speed. Travel is increased by about half an inch. No air is used in the forks; the damping rate is adjusted by altering the fork oil weight and oil level. The new plastic Works Fork Protectors guard the front brake panel and fork legs against flying rocks, and are available in yellow, red, or white.

Suspending the rear end is a sano gold-anodized aluminum Super-Trac swingarm. It's about two pounds lighter than stock, and increases the wheelbase by about three-fourths of an inch, thereby reducing unsprung weight and increasing stability.

A Works Performance shock does the bump absorbing. DG sets it up according to rider skill, weight, etc., and would like to know these specs when the order is placed. The Works shock includes a remote reservoir.



Suspension and handling work exceptionally well on the DG Package Racer, but it really shines in the motor department. Air time was good time, as the DG Y280 was predictable and easy to toss around.



The forks stroke an extra half-inch thanks to the DG Fork Kit, and the front wheel is beefed up with stainless steel spokes. The new fork covers protect the sliders and the brake panel from rocket roosts.

#### UNDER CONTROL

The handlebars are DG's Works Series chromoly models, on which are mounted Oakley Octopus grips (available in red, black, blue, or yellow) and a DG crossbar pad.

The numberplate is one of DG's Factory Y280 vented-screen models, and allows plenty of cooling air to flow through the radiator.

Heavy-duty wheels are critical for serious racing. DG has laced up gold Akront rims with stainless steel spokes to insure reliability and safety. Both the rims and spoke kits are available separately. Tire choice on the Package Racers is optional, and Dooley recommends the IRC 45Zs. A high-quality Tsubaki chain can be found on all the DG racers.

You may have noticed the DG racer shown in the photos is all white with a red seat. Normally you'll only be able to get yours in the standard yellow-and-black color scheme, unless you can find someone in another country who would be willing to swap the tank, fenders, side panels, and seat with you. The rest of the world gets their Yamahas in white—they think yellow is trick.

#### SO HOW'S IT WORK, ANYWAY?

According to our ace test pilot Lance Smith, the bike works great. He says it has great low- and mid-range power, even though it has the radical Stage Five porting. He felt that the handling was spot-on with minor adjustments to suit his style, and that turns, jumps, and bumps were handled superbly.

The only complaints he had were the shape of the bars (a personal-preference item anyway), and a stiff-shifting transmission. This was probably due to the design of the shift lever and the relative newness of the tranny itself.

So what have we found? The DG Package Racer is a factory bike for the masses, that's what. Even if you don't possess Expert-class skills, the DG Y280 is still within reach of the common kid. And it's so easy . . . all you have to do is plunk down \$1900 and it's yours. Well . . . maybe it's not so easy. ■

#### DG'S Y280 PACKAGE RACER PRICE LIST ENGINE:

Stage Five Porting	.....	\$125.00
Cylinder Head Mods	.....	33.00
Pro Series Race Pipe	.....	84.50
DG Aluminum Silencer	.....	49.95
DG Power Canister	.....	39.50
DG Airbox (includes filter)	.....	69.50

#### SUSPENSION:

Super-Trac Swingarm	.....	\$229.00
Works Performance Shock	.....	195.00
DG Fork Kit	.....	58.50
Works Fork Protectors	.....	19.50
DG Stainless Steel Spoke Kits	.....	24.50
DG Gold Aluminum Rims	.....	46.50

#### CONTROLS:

DG Chromoly Handlebars	.....	24.50
DG Crossbar Pad	.....	4.50
Oakley Octopus Grip	.....	5.95
DG Factory Front Numberplate	.....	15.50
COMPLETE PACKAGE RACER	.....	\$1900.00

[The DG Package Racer also includes a service called "crank centering," a choice of tires, a Tsubaki chain, and optional fork springs. These items are not available on a separate basis.]