

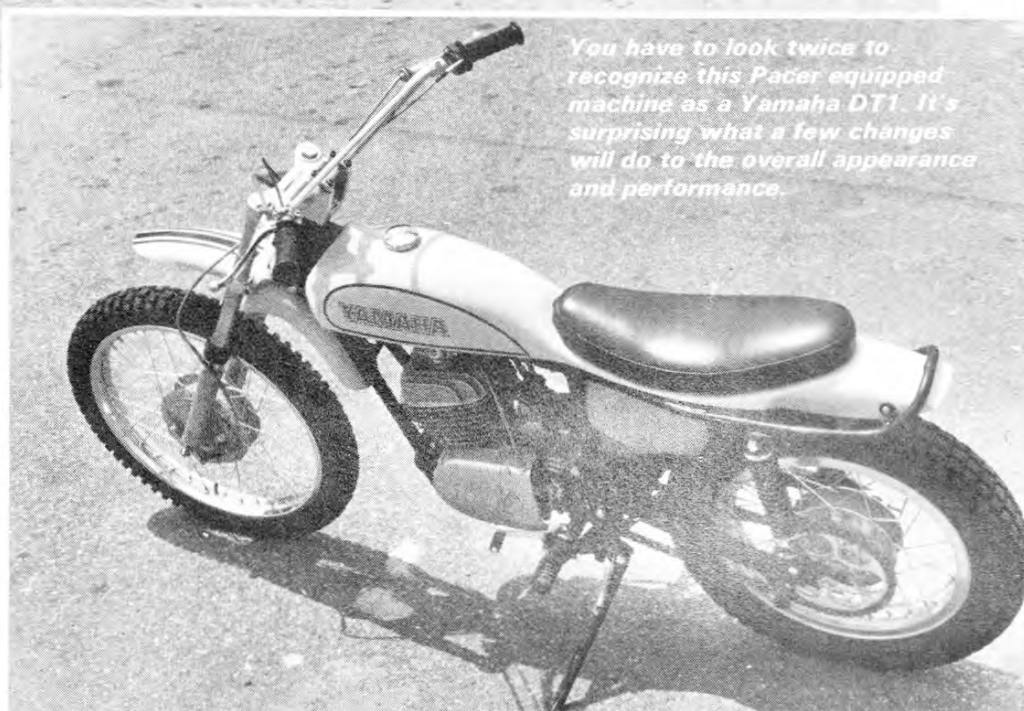
# BOLT-ON CONVERSION



## ***Pacer's keeping pace***

In an effort to keep up with the ever increasing performance index, the motorcycle accessory manufacturers are introducing in ever increasing numbers, modification and accessory items designed to keep the competition rider constantly competitive. This competition picture changes almost daily. What was a red hot combination last week, is passe now. As a result of this, the off road enthusiast is hard pressed to keep up with the latest goodies and thereby keeping himself in the running.

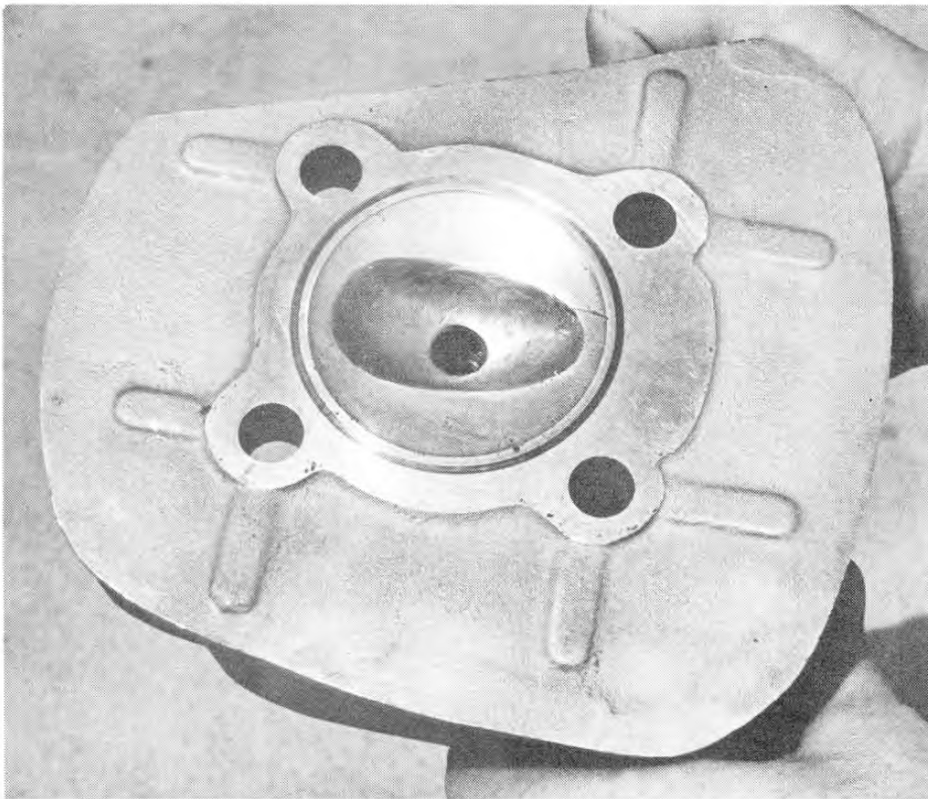
We ran across a company called Pacer who produces a line of products designed for DT-1s. Now it would be a pretty safe assumption that the DT-1 is probably the most popular on/off road motorcycle we have had over here for a long time. As a result of this, there are probably more of these bikes running around than anything else. So it comes as no surprise that Pacer chose the DT-1 as a base for their operations. All of the products are of good quality and high manufacturing standards. But what is more important, they do work. A few of the items we have reservations about,



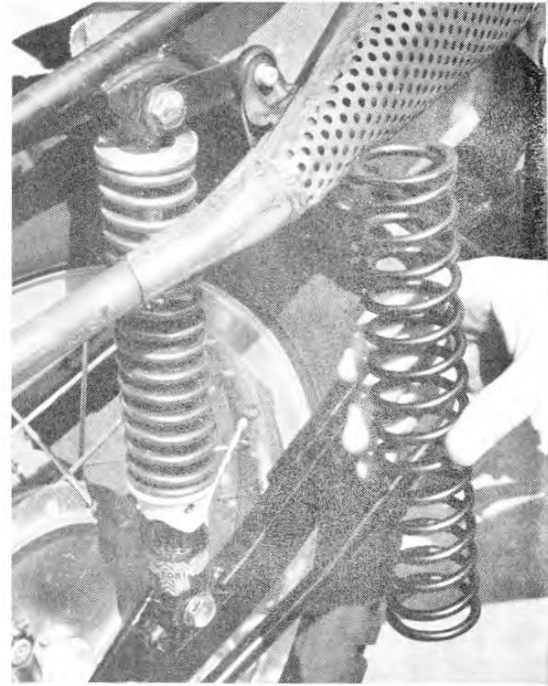
*You have to look twice to recognize this Pacer equipped machine as a Yamaha DT1. It's surprising what a few changes will do to the overall appearance and performance.*

like the seat-tank combination. For almost 70 bucks, we feel it's a bit on the high side. What we were more impressed with were the chassis modification items. By changing the front and rear suspension members to handle the Pacer products, the rider will notice an immediate improvement at virtually all

speeds. The proof of the pudding is in the eating, so the story goes, and we took out a Pacer equipped DT-1 to find out if all of the things were true as claimed. For the most part, they were. We did find out, however, that at really high speeds the chassis was still wanting for more improvement. This is no



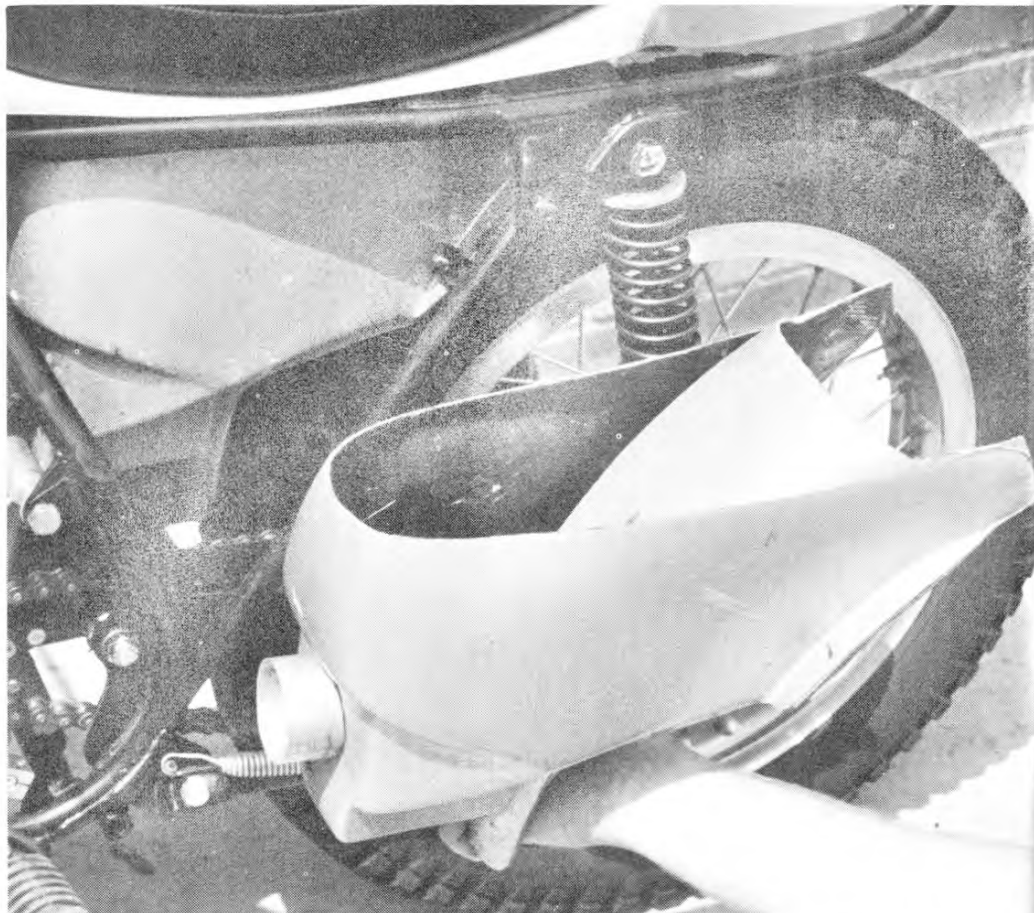
*The high compression trench head will give you more low end due to the added compression.*



*If you replace the standard shock springs with these new optional items, you'll find the standard shocks work fairly well.*



*By changing to the Pacer upper and lower triple clamps you can alter the rake and trail at will.*



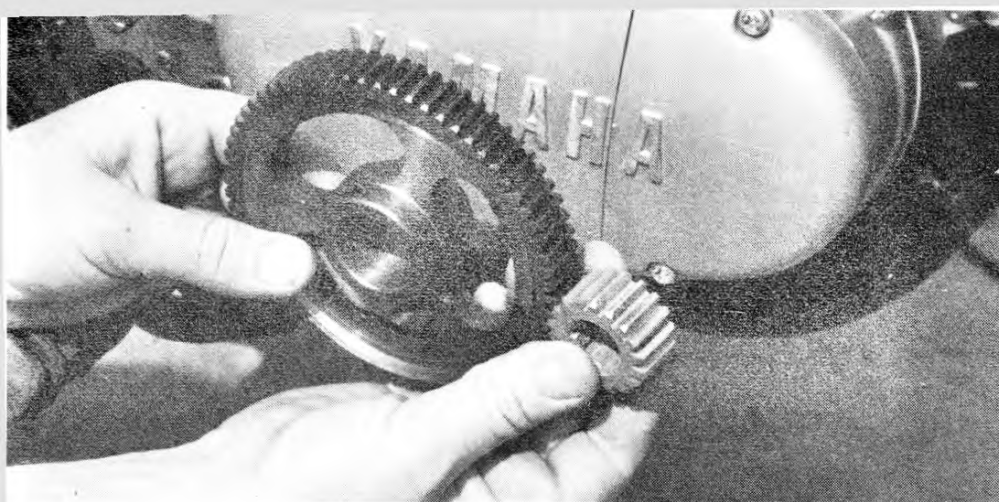
*This inner fender and air box houses the air cleaner. Installation is very easy and bolts right on.*

reflection on the Pacer components. In order to improve the bike any further, it would be necessary to change the chassis geometry and weight distribution. Regardless of how good the parts are that you hang on a frame, it is

usually the design of the frame itself that dictates the eventual outcome of the bike's performance.

The one nice thing about the Pacer fork goodies is that you can fully adjust the forks to meet any sort of situation you might run into. It gives you an excellent opportunity to experiment and find what type of setup is best for you

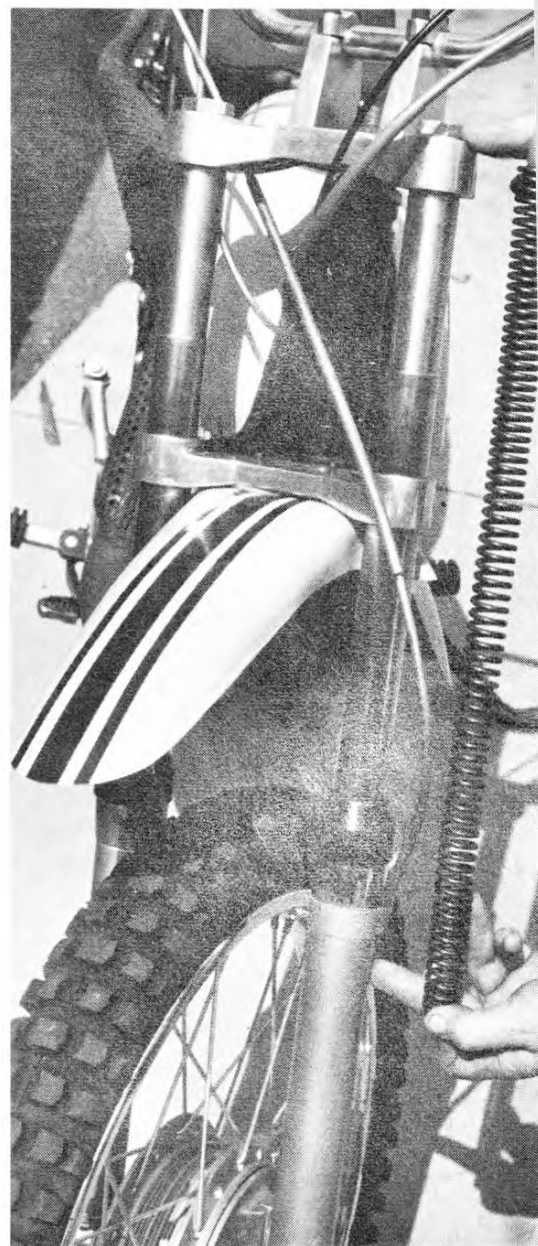




*We've been told that the addition of these straight cut gears will give a noticeable power boost. Looks good anyway.*



*The saddle could use more padding, but the tank/seat combo is narrow and nicely styled. It bolts right on too.*



*These are much needed items. The standard fork springs are not exactly the hot setup, but the Pacer units help a lot.*

without a lot of hacking and welding. We like this product very much. Unfortunately our test bike had carburetion problems and as such it could never get over 60 miles an hour. However, up to 50 or 55 the handling was pretty good, but from that point on things deteriorated rapidly (coming up is a story to show you how to solve that problem easily and quickly). If any of you DT-1 riders are looking to make any bolt-on chassis improvements, it would be worth your time to drop a line to Pacer and get their catalogue. For further information write to Pacer, 17841 E. Valley Blvd., City of Industry, Calif. 91745. **Bob Braverman CG**