

# MAICO TRICK STUFF

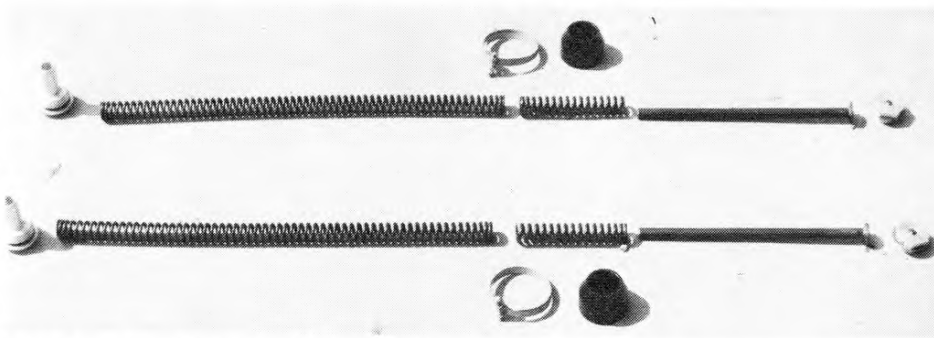
## ***There's always a better way***

Probably the first thing you've ever noticed about the Maico is that it's not very pretty, nor was it intended to be. The entire package was designed to perform under adverse circumstances as good as, or better than, most of its competitors. And it does this quite well. But, like anything else, this bike can be improved. The fact is, substantially improved. The whole secret is in knowing what you're doing and exhibiting a reasonable amount of time and patience to see the job through to completion, thereby insuring success.

Among Southern California motocross enthusiasts, John Watkins is emerging as one of the authorities on Maico motorcycles. John does a majority of maintenance and building and his son Larry does the riding. No small part of Larry's success (Larry became expert at the age of 12, which has got to be some sort of record here in the sunny southland) must be attributed to John's prowess in building and tuning those rugged looking motocrossers with the big M on the tank.

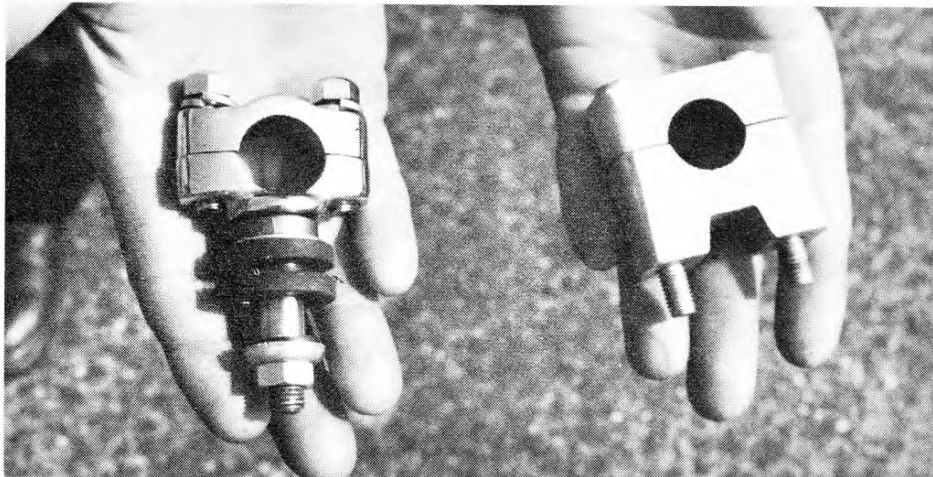
A number of modifications can be performed to take an already good motorcycle, and make it an excellent one.

**Continued on page 99**

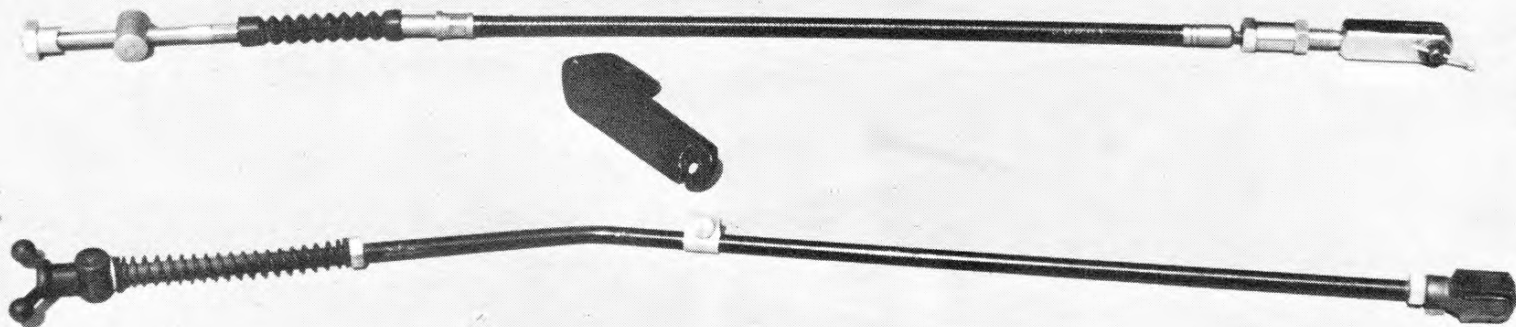


***By removing the standard outside fork springs, and replacing them with these special internal items, the Maico forks work even better.***

***Suzuki 250 handlebar mounts replace the standard rigid version. The rubber mounts absorb a lot of the vibration.***



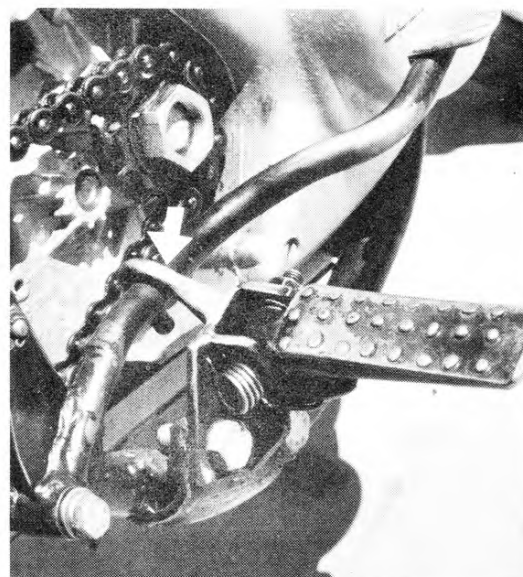
# MALICO TRICK STUFF



*If you replace the stock brake rod with a 250 Suzuki cable unit, you don't have to worry about bending it. And —*

*Using another washer as a spacer on each end of the axle prevents the nuts from bottoming on the axle threads.*

*After Watkins gets through modifying the standard pipe, this is what it looks like. Check the short stinger.*



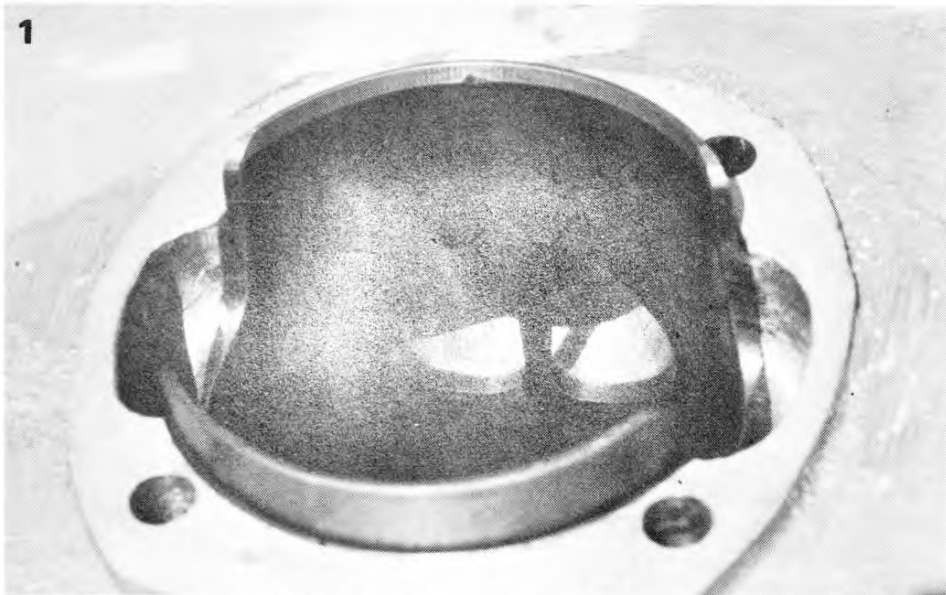
*By brazing or welding on a hook (arrow) this will provide a positive stop for the rear brake lever.*

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# MALICO TRICK STUFF

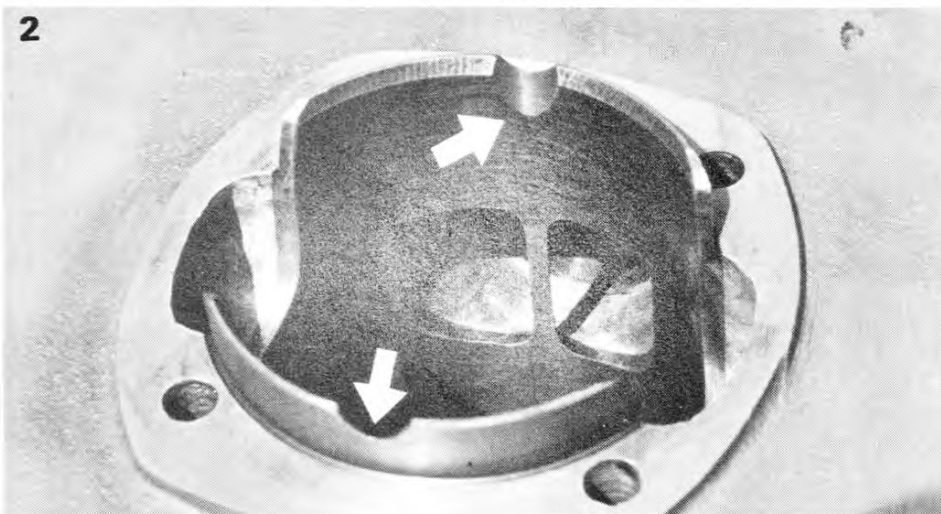
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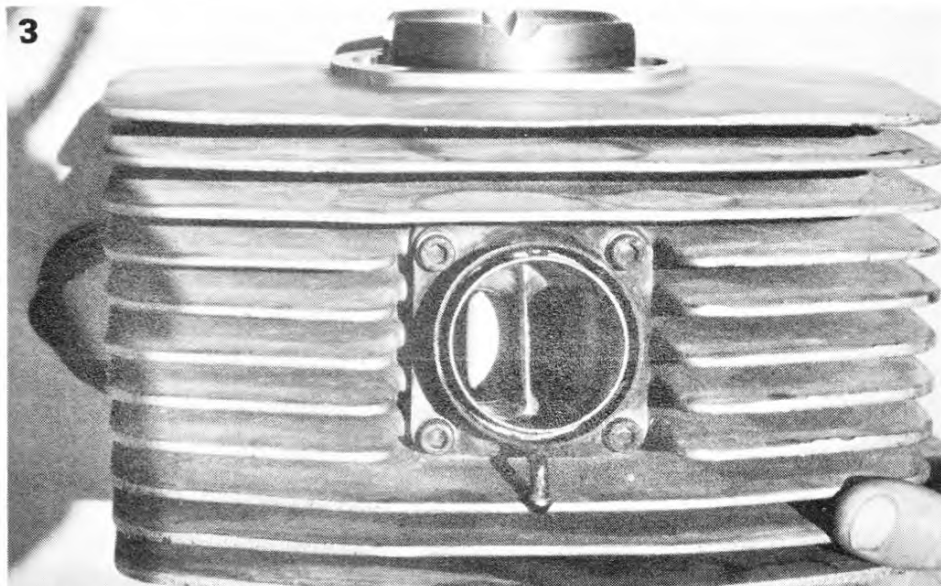
*This is what the stock intake port looks like, before breaking out the grinding equipment.*

*After the grinding process takes place, this is what John winds up with. The notch (arrow) is for rod clearance.*

2



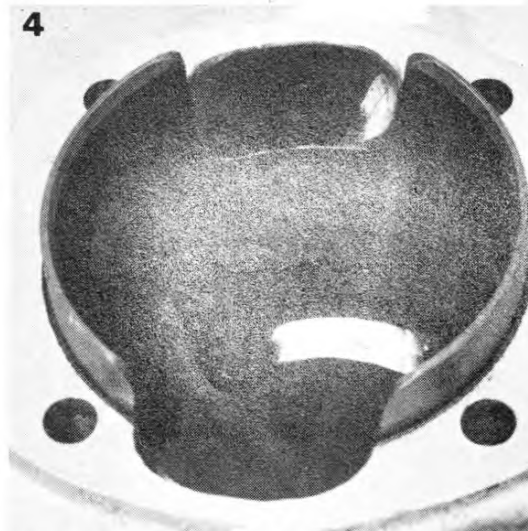
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*The exhaust port also benefits from a bit of grinding work. It's important to get the spent mixture out.*

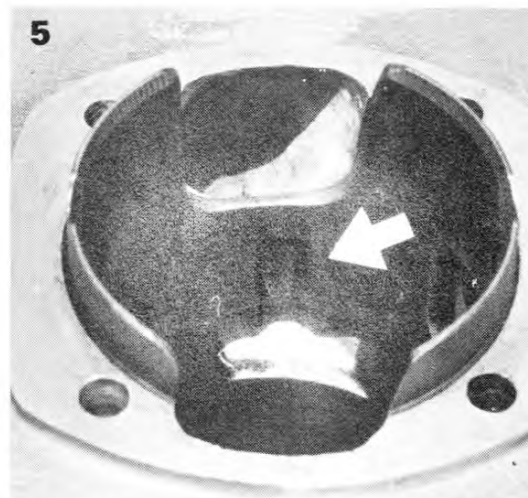
**JANUARY 1971**

4



*In an effort to get the fuel and air from the crankcase to the cylinder, these transfer ports get a workout.*

5



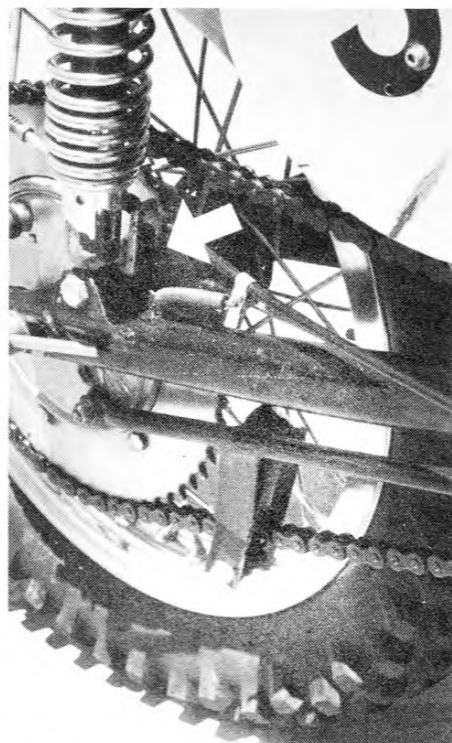
*If you replace the stock brake rod with a 250 Suzuki cable unit, you don't have to worry about bending it. And —*

6



*This hole provides the necessary path from the case to the special port located under the transfer opening in the liner.*

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*Here's the rear cable installed along with the special bracket (arrow). Installation is quick and easy, and it works.*

#### **MAICO Continued**

There are two basic areas for modification. One is the cylinder and piston, and the second area are some changes you



*For a distinctive look, some of the riders have switched to Fiberglass Works fenders, after the original aluminum ones went south.*

can make to enable the forks to perform their duties in a much better manner. By changing the port timing slightly and enlarging all of the ports inside the cylinder, the engine is capable of producing a considerably greater amount of power. In an effort to prove or disprove John's claims, the editor donated his 400 motocrosser and let John perform

all of the necessary operations that he felt was important to insure the success of the project. Upon completion the bike did everything John claimed for it, and then some.

By taking off the external fork springs and replacing them with new internal ones, two conditions are satisfied. Number one, you get rid of the rubber boots which always wind up getting torn and look terrible, and the forks seem to work much better with a much more uniform spring rate. The latter is the important one. Regardless of how good they look,

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*Not only do the forks work better with the internal springs, they look better too. Bultaco fork boots keep the dirt out.*

Forks must keep the front wheel on the ground at all times in order for the rider to keep the thing pointed in the right direction. If he fails to do this, he's in big trouble.

If you want to do the job yourself, John will sell you all of the parts for \$18.00 and for another \$12.50, he'll put all the pieces in their right place, so all you have to do is drop the bike off and then pick it up when it's finished. Another neat little trick device is the rear cable brake. This is something anybody can install in an hour or less. For less than a \$10 bill, \$9.75 to be exact, you get all of the pieces necessary for this bolt-on conversion.

This brings us up to the powerplant modifications. One thing we would strongly recommend is the expansion chamber be modified whether or not you do anything to the barrel or piston. For \$23.00 Mr. Watkins will take your stock pipe and modify it so that you get another couple thousand rpm without affecting the torque range.

You can follow our suggestions as shown in the photographs, thereby helping to allow the engine to breathe better, but if you're not sure of your own ability in this area, or you don't have the necessary equipment, John will port the barrel for \$75.00 and modify the piston for an additional \$8.00. The money is well spent, since it will give you a more than considerable increase in power. For \$170.00, you can wheel your motorcycle in John's shop, say "do it," turn around and leave, and come back later to find the entire done expertly done — and the modifications do work. Not only do you get more power and better handling, but one nice side effect is that you have another 30% of rpm to play with. For further information write: John Watkins, 23029 Hilse Lane, Newhall, Calif. 91321. Bob Braverman CG

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