

D.G.'S RM125 RACER



by George Wegner

The other day we got a call from D G Performance, one of the hotter specialty shops in our area, and were offered one of their shop race bikes for a riding impression. Ever eager to pass on to you all the news there is to know and risk our bones and flesh for the good of the sport, we said yes, yes, oooh, come on. Or, was that the brunette from Northridge?

Our initial test session was held at our local sandwash, where we gave the D G racer a thorough once and twice over.

The basis for the performance increase on the D G RM, as with most one-two-fives, is an increase in rpm and a different breathing arrangement through porting and exhaust design.

Extending the rpm range is achieved by replacing the stock ignition coil and "brain box," which has a designed-in feature that limits the engine from revving much beyond 10,000 (and for a good

reason), with a Moto-Tek CDI unit, which allows the little ankle-biter to rev way up to 11,500.

Cylinder porting is considered mild by D G's standards and consists of: polishing and matching all ports; chamfering edges; modifying the transfer angle to a bit more than stock; lowering the intake port a mm or so; raising the exhaust port about 1mm; and, the most extensive mod, lowering the third transfers several millimeters in order to line up with two scavenging holes added to the rear of the piston, centered along the lower ring groove. With the exception of adding scavenging holes and removing the lower ring, the piston is otherwise stock in its dimensions. A D&H fiber reed replaces the stock steel Suzuki petals.

Incoming air is mixed with the correct ratio of fuel and oil in the bowels of a 34mm Mikuni, which replaces the stock 32mm number and is stuffed into the stock intake

manifold.

Some of your sharp eyes may have spotted the 36mm Keihin which was on the bike when we first photographed it. Although the Keihin gave the bike a bit more torque, there was a clearance problem between it and it will not be sold yet. In fact, they have worn through a few float bowls for lack of clearance here. In the near future they hope to have a shorter intake manifold which will make this conversion saleable.

Exhaust gasses pass through D G's latest production up-pipe which will now clear the stock and their uncut head.

Finishing off the motor package is their 17-fin radial head, which raises the compression ratio slightly.

Moving right along to the chassis. Larger forks, of the 250/370 RM variety, were bolted to the front end in order to get a little more travel. The stock 125 hub is bolted to the

*If you know what you're doing you can win more races
on DG Performance's new kit Suzuki. If you know what you're doing.*



Typical drag race results between their racer and our old stocker.

bottom legs wrapped with a K&L rim and D G's eight-gauge stainless steel spoke kit. After destroying front wheels on both of their shop racers on a certain giganta-jump at a local track, they went to this heavy-duty setup which has so far proven to be indestructible for them.

Out back is an aluminum swingarm with its shock mounts moved up 30mm to allow the use of 13.5-inch Gas Girlings, which give you the same 212mm travel as stock. A Trik-Products chain guide/tensioner hangs off the bottom of the arm to keep things in line.

Other than the seat kit and raised footpegs, which were personal rider preferences for Dave Taylor who races the bike regularly, the rest of their RM is basically stock.

We swapped the Keihin for the Mikuni and headed out onto the track for jetting corrections and some serious go-fast stuff.

Then came some hot laps on our

stocker. Our test session was cut slightly short that day after roughly three hours of actual riding time when most of the modified left footpeg on the D G bike disappeared from beneath Gunnar's foot.

On to the dyno!

As this is a direct comparison, we naturally brought along our trusty stocker, which we have had for several months now and which has been through many desert and motocross events along with plenty of regular test sessions. As you can see on the chart, it's obvious that the 1.1 hp increase has been achieved by raising the entire powerband up 1500 rpm on the scale; hence maximum hp is now reached at 11,500 vs 10,000 on the stocker. This moved-up rpm range showed its punch during our numerous drag races on the next riding day.

The sun was shinin' and our hearts were a-thumpin'. Our ankle-biters await!



Two holes are added to the rear of the piston to line up with the third transfers which were lowered several millimeters, giving added scavenging from the bottom end.

Out on the track, the first thing you'll notice is that the D G racer is purely an rpm machine. It loves and needs to scream way up at 11,000 in order to get you around the track. Definitely a tool for hot experts only. The powerband is very narrow and if you should let it drop off for an instant, you're going to have to go down two gears. Shall we say, less forgiving. One difficult track where there are many holes, rocks, ruts and tight switchbacks, as opposed to a freeway, or in long races, this bike would be much harder and more tiring to ride than the stocker, because you'll have to try to keep the revs up and the throttle pegged all the time. It would be very difficult for anyone but a very good rider to race this bike competitively.

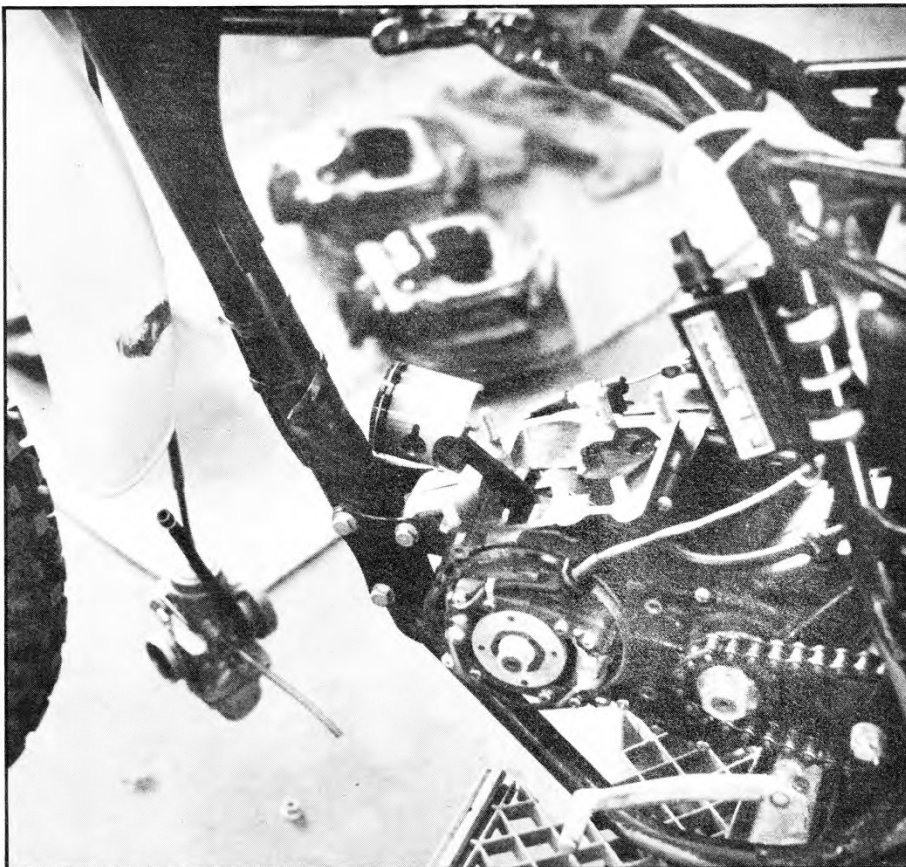
The front end was very harsh, as the dampening was way off with 30-weight in the tubes. After many hours of testing with the larger RM forks we have found that five to eight-weight works very well.

We couldn't detect a noticeable difference in the performance of the Kayaba/stamped steel rear end as opposed to the Gas Girling aluminum configuration during our two test sessions, which covered several hours on the same tracks. We did notice that the D G's chain managed to derail itself once out in the sandwash. Overall, we felt that the chassis mods presented no obvious advantages over the stock arrangement for the tracks we used.

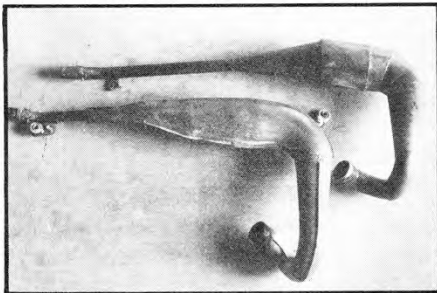
Drag racing showed us that the D G racer could beat the stocker, usually by a bike length or sometimes two, with a 130-pound rider on the racer and a 180-pound pro on the stocker. Probably mostly due to rider reflexes, there wasn't as much difference as you would expect when our riders switched bikes.

At the end of the day we headed back to the shop to clean, weigh and measure. There we made note of the measurements mentioned earlier and discovered that with the heavier forks and spokes and possibly lighter swingarm, the D G had gained only 1.1 kilos, weighing in at 86.3 kilos (190 pounds) compared to 85.2 kilos (188 pounds) for the stocker, with oil but no petrol.

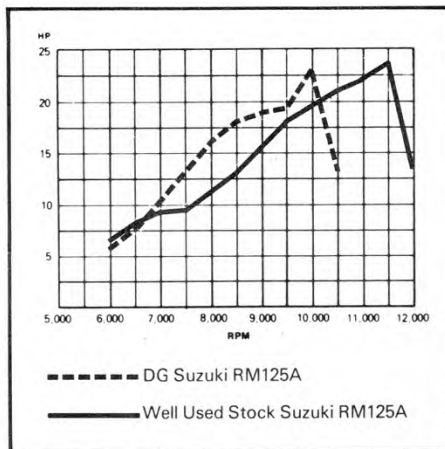
What we're looking at in the motor department is \$49.95 for the head, \$39.95 for the Mikuni, \$54.95 for the Moto-Tek, \$74.95 for the up-pipe, \$95 for the porting and \$1.60



It's weigh, measure and comparison time at the great yellow, dark and dingy, official DB workshop facility.



D G pipe has much shorter rear cone and a stinger nearly twice the length of the stocker.



for the fiber reed. That's a bit more than \$315 for the trick" engine.

Chassis changes on their racer would run you around \$225 without the shocks and forks. Broken down, it's \$125 for the aluminum swing-arm, \$21.95 for the chain tensioner, \$19.95 for the heavy-duty spoke kit, \$24.95 for the seat kit and \$32.95 for the front rim.

In addition, D G has available other components which were not used on their racer, such as a Phase 2 filter, an aluminum swingarm for the stock shocks, a 520 chain kit and trickiest" of all, the Shinobi Water Cooled Head.

You must realize that this is one of their shop racers, and a considerable amount of fiddling has gone into the engine to get it spot-on. Over-the-counter components may or may not be as perfectly matched as these.

This bike is strictly for the expert racer with reflexes quick enough to take advantage of the higher 1500R's by shifting it right on the money every time. It is highly unlikely that a novice would be able to race it competitively, or even like to ride it, because of its power characteristics. There are many things to consider when deciding whether or not the cash you lay out will provide a worthwhile investment!