

Part Two

PROJECT XR

Mikuni-izing the 185; the problems of jetting
in Southern California

By Paul Clipper



We didn't really do anything outrageous to our 185 this month; instead, we spent the time trying to iron out a Mikuni conversion with the help of Sudco Distributing. They're the major distributors for Mikuni, and were hot to build a manifold and carb kit for the bike. We naturally volunteered ours. We did a couple of other things to the bike, so let's get them out of the way first.

We've been trying to locate a set of 520 sprockets for Project XR, to allow us to use the heavier chain, and so far we haven't had any luck. We're in close contact with Circle Industries, who do have the rear sprockets available, but (as of this writing) are still tooling up for the countershafts. Until we get dialed in on these we'll be using the stock gearing (15/58), even though

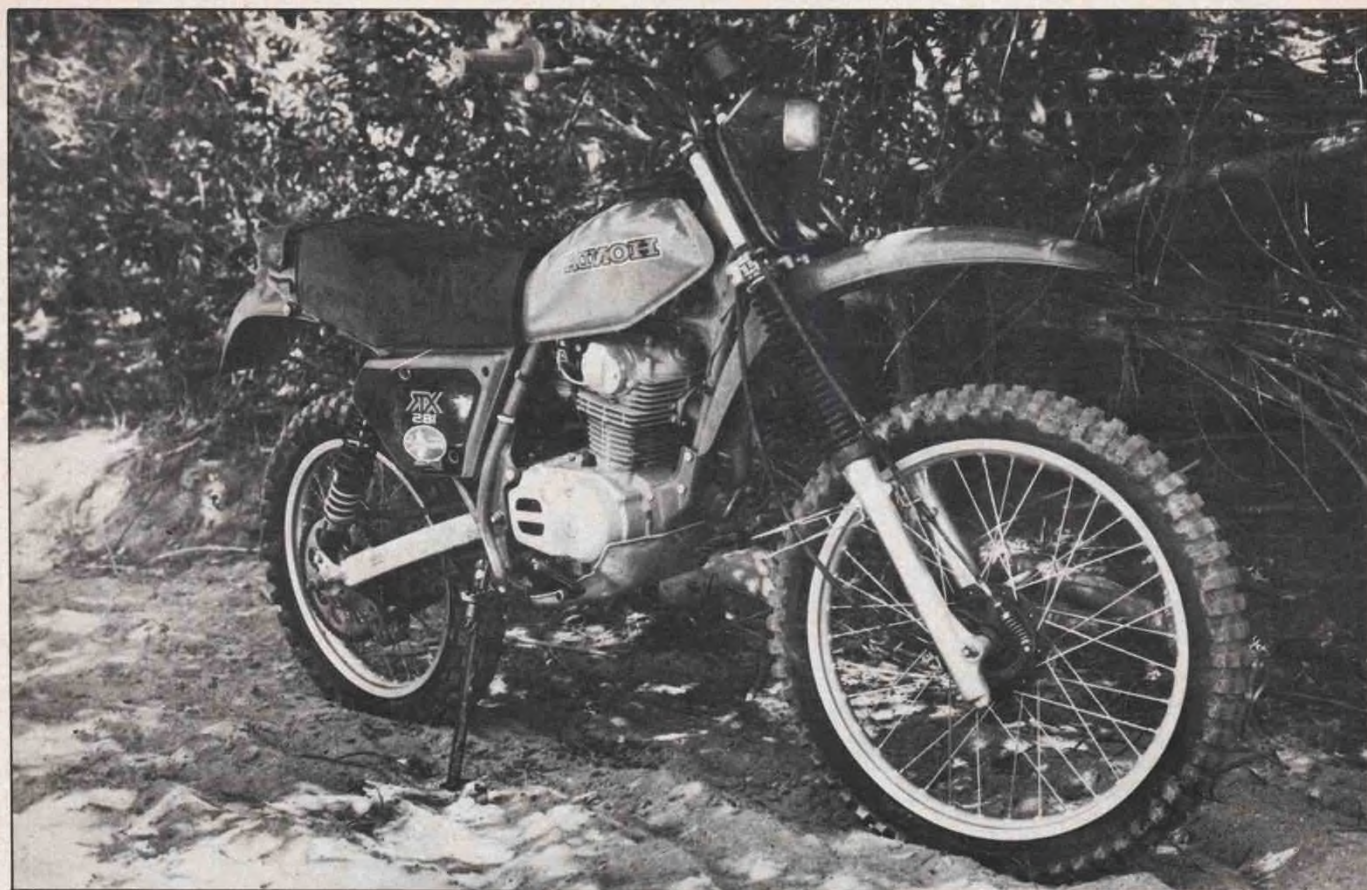
with the carb change, enough power is available to allow us to drop a couple of teeth on the rear.

In the meantime, we've been running a piece of 428 scrap we had lying around, and to cure this potentially hazardous situation, we installed a length of 428 Tsubaki chain—132 links, to be exact. If you don't want to pop for a heavier chain and sprockets, the Tsubaki chain is your best bet. For the price, it is the best available, and with proper maintenance should last a long time. One hundred and thirty-two links is just the right length for the White Brothers swingarm.

The Claw-Action tires have been replaced with Yokohama Super Diggers, a 3.00x21 902 in the front and a 4.10x18 901 in the rear. We haven't been able to give the Honda tires a

proper evaluation yet, because we haven't used any other tires on their bikes. Now we finally have the chance to see just exactly what the Claw Actions do, or don't do, and will be able to say whether or not the Yokohamas do a better job. We'll probably be trying out different tires on Project XR in the future, and eventually we'll find out what works best.

On to the carb! After a lot of hurried running around, cutting, welding and bolting, a 28mm Mikuni appeared on Project XR. The manifold was fabricated by the R&D Department of Sudco, and by the time you read this they may just have the kit on the market. The 28 will come with a manifold, and it'll bolt right into the hole left by the stock Keihin, and be jetted and ready to go at sea level. (Continued)



Project XR tries its best to blend into the bushes. Standard knobby tires should produce a big difference in handling.



Our 28mm Mikuni wedges right in the hole left by the stocker. The manifold shown is a prototype, a production version will be available soon.

With the Mikuni on, we picked up a lot of top end, and the lower end was a lot more responsive. At first it seemed that there wasn't very much difference, but we soon realized that we couldn't use first gear at all, with the stock gearing. That's a very good sign.



Tsubaki chain has a reputation for being the longest lasting at a reasonable price. We'll see how it does.

Anytime you find that you can go up in the gearing after you modify a bike, it means that you've just made more power somewhere. In our case, it seems that the Mikuni has helped throughout the entire range, and it's hard to notice unless you've just gotten

off a stocker.

And now a word about jetting. Our carb, jetted for sea level, is using a 140 main, a 25 pilot, a 2.0 throttle slide, F5 emulsion tube, and a 5FL7 needle on the middle notch. This, sadly enough, means nothing to us, although it may

PROJECT XR

(Continued from page 50)
be perfect for your area.

We only have one riding area near sea level—Indian Dunes—and the Dunes is not the best place to ride an enduro bike. The trails are very limited and short, and there's lots of traffic in the hills.

Texas Canyon, on the other hand, is a little bit better for a fast ride. It has a few trails, a couple of nice streams in the winter, and some spine-chilling hills. And this is where the problems start. The parking area is somewhere between 1500 and 2000 feet up, and the

highest hill is a little under 5000.

And then there's Frazier Park (also known as Gorman), in the Los Padres National Forest. The combination of long, challenging trails, deep canyons, rocks and streams makes this one of our favorite places for trail riding. It's also a great place to freak out your carb. The parking area is a touch under 4000 feet, and a couple of the highest trails top out at 8000 feet.

In any one of these areas, to make matters worse, the air temperature can vary over a 40 to 50 degree range, in the summertime, meaning that it can be 110 degrees during the middle of the

day, and then drop down to about 60 overnight. As a matter of fact, it's not unusual at all in the desert. And air temperature can make just as much of a difference in your jetting requirements, as a change of altitude, and it does.

Now, if you ride an open class bike in any of these places, the richness at the higher altitudes is going to be noticeable, and irritating at the worst, but the bike will still run. But try to ride a 175 or 185 anything that's been jetted for sea level, and it doesn't work at all. It will start cold, but as soon as the bike warms up, it will load up and die.

The smaller the carb bore, the less it'll be affected by altitude, to a certain extent, but it also won't have very much power past half-throttle. We installed the 28 Mikuni to improve the breathing on the 185, and also to release a lot of top end we didn't know existed—but for that we paid a price. We figure now that the acceptable range for any jetting combination we give it will be between two and three thousand feet, either way. Which means that if we jet the bike for the parking area at Texas Canyon (2000 feet), it will run like a bear all the way to the top (5000 plus or minus), no problem. But if we then take it to Gorman (4000 feet) and try to ride without rejetting again, we'll have an ill-running bike on our hands *halfway* (6000 feet) to the top. This is a characteristic of small-displacement bikes, and we are aggravating the situation slightly by installing a larger carb. You don't get anything for free, and the only answer to the problem is more cubic inches. The more displacement you have, the less you'll notice an altitude change.

So wherever we go, we'll be jetting for the area, and it's not hard if you keep notes. But every time we give jetting specs we used, unless you ride in the same places, our specs are going to be useless. Sorry about that.

And for everyone who rides in areas that are all at sea level, you've got nothing to worry about. You can do anything you want and it's going to feel great. Now get outa here, you maniacs, I mean it!

EXPENSES

Yokohama Super Digger	
902, 3.00x21	\$32.49
Yokohama Super Digger	
901, 4.10x18	\$35.13
Tsubaki 428 chain, 132	
links	\$20.00
28mm Mikuni carb kit,	
approx. retail	\$65.00

ADDRESSES

All of the items used on the project this month are available from your dealer through Sudco Distributing, 1824 East 22nd St., Los Angeles, California 90058. □

HI-POINT RACING PRODUCTS

YOUR ENDURO CONNECTION



Your Hi-Point dealer has a complete selection of the finest enduro bags for your cycle. Tank bags, rack bags and waist bags. Velcro closures for easy operation, score card holders. If you're looking for the best, go with Hi-Point.



HI-POINT HAND GUARDS

Protect your hands and controls from brush and branches. Used by the top cross country stars. Easy to use.



HI-POINT FOLDING LEVERS

These new folding levers fit all the popular dirt bikes. A must for cross country racers. Universal shift and brake tips also available.



HI-POINT 6-DAY GLASSES

The most popular cross country riding glasses. Great protection and comfort. Available in 3 styles with replaceable lenses.



Hi-Point has a complete lineup of quality enduro equipment. Route chart holders, watch holders, digital enduro clocks, enduro timers and speedometers. See the entire selection at your Hi-Point dealers.



HI-POINT "RED DOT" TIRES

The tires used by champions like Frank Gallo, Bruce Ogilvie, Ted Leimbach and Jack Penton. Available in 3.00x21, 3.85x18 and 4.50x18.



HI-POINT ISDT/ENDURO TUBES

These special tubes are twice the thickness of standard heavy duty tubes. A must for cross country racers. In 3.00x21, 4.00x18 and 4.50x18.



HI-POINT "DIRT DEFENDER"

Designed to keep you and your cycle clean. Used by the top ISDT riders. Guaranteed. In red, white and yellow.



Hi-Point Racing Products carries a complete line of hi-quality dirt bike accessories. Lectron "Power Jet" carbs, Hi-Point Racing Chain, Hi-Point Racing oils and lubricants, Hi-Point M-X and Enduro boots. All the best to get you to the finish line in winning style. Available at your Hi-Point dealers.



HI-POINT RACING PRODUCTS

3709 W. Erie Ave., Lorain, OH 44053
PO Box 2327, Amarillo, TX 79105
9604 Oates Dr., Sacramento, CA 95827



Send \$1.00 for a Hi-Point Racing Jersey patch and visor decal to: Hi-Point Racing Patches, 3709 W. Erie Ave., Lorain, Ohio, 44053.