

EVERYTHING

you ever wanted to know about



setting up a HERCULES

This article is for the Hercules owner who plans on entering his Herc in every enduro for the next three years. There's not too much of help to the rider who plans to just trail ride. The stock Herc is better for that than most others. After the following mods are completed, your Herc will be comparable to bikes costing as much as \$2500, and in view of what Hercs are selling for now, this make your bike a bargain.

MOTOR MOUNTS: Use oversize washers on all motor mount bolts and nuts. This protects the chrome moly frame from the deterioration of the mounts from the stock nuts and bolts with subsequent loosening.

METAL PLUG CAP: If your bike has this, chuck it and replace it with a waterproof rubber cap.

RIM LOCKS: Some Hercs didn't come with rim locks, use sheet metal screws.

KILL SWITCH: The stock item has a tendency to short out. Replace it with a YZ kill switch or something as good.

FIVE HOLE SWING ARM SHOCK MOUNT: Don't use the last hole, this is a weight hole.

SIDESTAND SPRING: This has a tendency to go away, safety wire the lower part of the spring to the stand.

TAIL LIGHT: If you keep the stock unit, run tape around the lens joint.
BOTTOM MOTOR MOUNTS: Use RED Loctite on these.

STOCK RUBBER BOLTS: The stock rubber bolts are junk, replace them with a solid bolt and thick rubber washer.

REAR AXLE: To stop the rear axle from backing out put a thick washer on the end. Sachs forgot to thread it back far enough.

SILENCER/PIPE JOINT: Put on some Never Seize here and chuck the pinch bolt. The other two mounting bolts will hold the silencer on. This will help to prevent the pipe from breaking.

FOOTPEGS: The stock pegs are junk, replace them with Yamaha MX pegs.

BRAKE LEVER: The stock lever sticks out too far, cut it back and re-weld it into a smaller pedal.

SKID PLATE: A Yamaha TT500 skid plate is the trick item for the Herc.
SWING ARM CAPS: Silicone these on.

FRONT FENDER: Move this forward so it doesn't rub against the pipe.

SILENCER: A Super Trapp does NOT work better than the stock silencer on the 7-speed. It is a great improvement on the 6-speed.

FUEL LINE: The stock line cracks very soon, replace it with more flexible line.

FORK SEALS: Fit Triple Lip seals when the stock ones go. Size is 35 x 47 mm.

FORKS: Herc forks need to breathe, drill and tap for air valves and cut the spring on the stem.

GAS TANK: The two lower mounts have little washers on them which the rubbers will slide right over. Fit larger washers.

AIR BOX: The stock unit lets a lot of water in. This can be cured by fitting a piece of cardboard cut to the size of the inner diameter of the air box and duct taped to the edges and then refitting the cover.

GAS TANK AGAIN: On the underside near the rear there is a crevice. Weld a cross brace across it, and while you're welding run a thicker bead of weld along all seams.

SEAT BRACKET: Cut the right side seat bracket so it matches the left side.

STARTER SHIM: Every 1000 miles or so replace this shim behind the starter gear because it wears and then the starter gear rubs against the gear behind it.

REAR BRAKE: You can make the rear brake full floating by extending the brake torque arm to the frame.

PERFORMANCE MODS: The following mods aren't necessary for reliability but they improve overall performance.

Fit 14-3/4" shocks in place of the stock ones. Drop the forks in the triple clamps so the top of the fork cap is below the lip of the triple clamp.

I don't care what anybody says about carbs but for a Herc you can't beat a Mikuni. To mount will require two different sizes of rubber tubing. One must fit the carb and the other must fit the inlet manifold. Cut the one that fits the carb so it acts like a bushing on the carb and cut the other to full length and secure with hose clamps.

A Preston Petty headlight is recommended.

MORE QUESTIONS? Feel free to call me, Dave, at [REDACTED].