

All About Mini Bikes



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MiniCycle

**HOP-UP HONDA'S XR-75 • BRIAN WHO:
MYERSCOUGH PROFILE**

TESTS: 4 11
**YAMAHA RD-60;
MONTESA 123 TRIALS;
HEALD 3-WHEELER:**

INDIAN SUPER STOCKER



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VOLUME 5, No. 5 / MAY 1973 / AMERICA'S FIRST MINI-CYCLE MAGAZINE



Super Tryke moves out



Indian's super stocker



A small one for the street

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FIRST XR-75 GYT KIT

NEW HONDA GETS GO-FAST TREATMENT

It wasn't long after the Honda XR-75 was introduced that several people began thinking of how to make a fast machine even faster. No complete scores are in, and there are still some pretty fast games being played out in modification shops around the country. As the results become available, we'll flash them to you. However, the first goal has been scored by Hacienda Heights Honda, a dealership near Los Angeles. This outfit has rushed onto the market with, as far as we know, the first hop-up kit, thus scoring a psychological advantage.

The guy who carries out the R & D work at Hacienda Honda is Paul Kaitz, son of the owner. Paul told us that his shop had been involved in sponsoring young riders in the past but that this is the first attempt to go national with a mail-order hop-up business. Among Hacienda Honda's qualifications are two first and two seconds at the World Mini Grand Prix, recently. Chad McQueen earned a first in the modified 75cc class; sister Terri McQueen got a second in the same class; Shon Anderson got a first in the stock 75cc class and a second in his division of modified 75cc. Team manager Joey Hamilton helped with the

development of the engines, which form the basis for the kits, and will be doing the shop modification work.

When we first spoke to Paul about the kit, they were putting the finishing touches to the design. We asked him to obtain some dyno figures when they were finished and the results are pretty impressive.

The modifications split down into two stages and when the work is done by Hacienda Honda, they show the extent of the work by painting the valve covers. The first stage, or moderate modification, is called the Redhead and naturally, the head is painted red. An engine that has full house modifications is called the Blonde Bombshell and the valve cover is painted gold.

According to the dyno charts shown to us, the Redhead produces a 40 per cent increase in power against the stock XR-75 engine used as a baseline. The Platinum Blonde showed a low increase of 80 per cent and a high of 90 per cent, read-out over several runs to confirm the figure. If you do any sneezing at these figures it'll probably be because you've got a snootfull of the Blonde's dust.

Some of the stuff in the Blonde is pretty far out and fairly costly. On the other hand, all that is used in the Redhead is a cam, special exhaust and a silencer. The carb is re-jetted and the timing advanced. That's all. And for this you get a 40 per cent increase in power. We couldn't believe it either, until we saw the results of the dyno test.

The heart of any modification work on a four-stroke is the cam and Paul Kaitz did considerable work arriving at a grind that would produce good low-end power, come on strongest in the mid-

range, and still add something on top. The dealership does not make their own cams but, we are told, they contract the work out to one of the best cam-grinding houses around.

However, the cam is only the start of the work on the Blonde. The valves are lightened and re-ground, the ports are relieved and enlarged; a high-compression, domed, piston is installed; custom valve springs replace the stock units; the rocker arms are lightened; and excess fat shaved off the crank.

This article shows the preparation of the Blonde and will be of interest to owners of the XR-75 because it shows the tear-down procedure. At the end of the story is a cost breakdown and the address of Hacienda Heights Honda.

Hacienda Heights Honda
507 North Azusa Ave.
La Puente, Calif. 91744
Telephone: (213) 968-6461

HONDA XR-75 HOP-UP PARTS

High compression piston, rings, wrist pin and clips	.....\$24.95
Exhaust pipe	.....\$15.95
Exhaust pipe and silencer	.....\$23.95
Racing cam	.....\$19.85 (exchange)
Valve springs	.....\$10.95 pair
Lightened and polished valves	.....\$11.95 pair
Countershaft sprockets (12, 13, 14, 15)	\$ 4.96
Rear wheel sprockets (49, 50, 52, 54)	\$ 9.95
22mm carburetor	.....\$20.60
Hex-key screw set	.....\$ 2.95
Filtron air cleaner	.....\$ 4.95
Fork brace	.....\$ 9.95

SHOP WORK (customer provides stock piece)

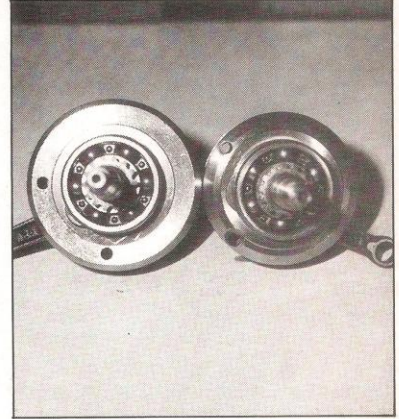
Lighten crankshaft includes balancing and trueing	.....\$39.95
Port and polish head	.....\$25.00
Lighten and polish valves	.....\$ 4.95
Turn down forks	.....\$14.95 pair



1) On the right is the re-ground Hacienda cam, treated with black slippery stuff. Compared to the stock cam (left) some idea of the increased valve lift and quick closing can be obtained.



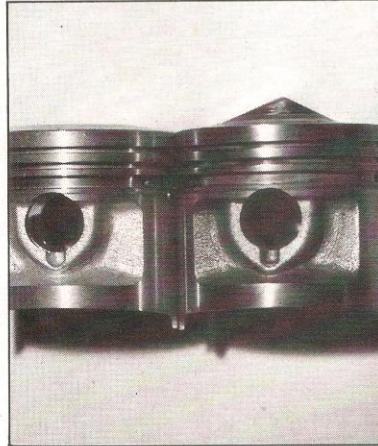
2) Hacienda exhaust system. The pipe is straight through and the appearance of flare at the end is due to shadow.



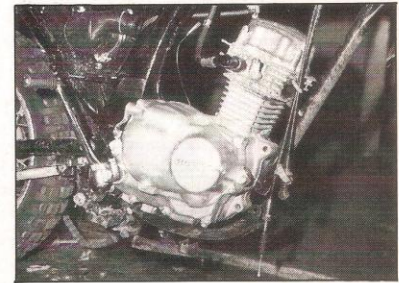
3) On the right is the lightened crank as produced by Hacienda Heights Honda. Reduction in rotating mass is obvious. This tends to give higher rpm much quicker but lugging power is reduced.



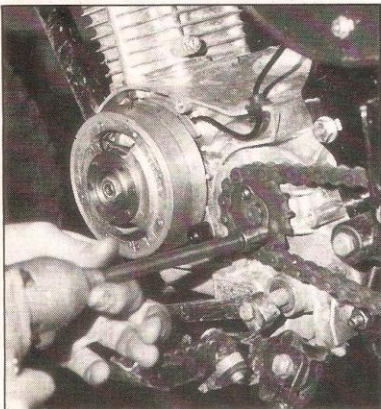
4) Top is the stock rocker arm, below the lightened version. The differences are subtle but important. In the search for light weight, the smaller adjusting nut on the bottom is used.



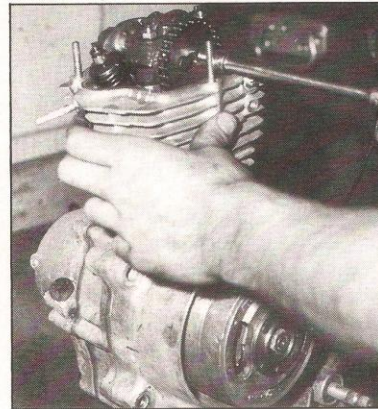
5) The high compression piston on the right is obtained by building up metal on the dome and then re-grinding, putting in pockets to prevent the valves from striking the piston.



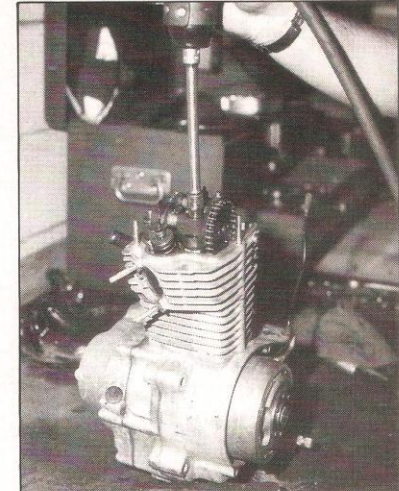
6) Before beginning to disassemble your XR-75, so that you can send in the parts for modification, it would be wise to obtain a shop manual. To remove the engine from the frame, disconnect the carb; electrical leads; muffler; and bolts holding the skid plate assembly to the bottom of the down-tube. Remove all the engine mount bolts except one at the back of the engine. Since the foot peg/kickstand/skid plate assembly is attached to the engine, this will allow use the kickstand until you are ready to drop the engine.



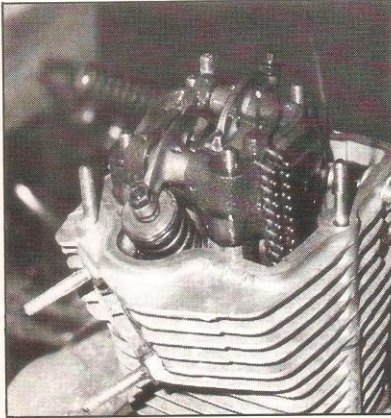
7) Remove the magneto side cover and the countershaft sprocket, making sure to retain the locking collar safely. The engine is now ready to be removed by unbolting the last remaining engine fastener. It is easiest to have somebody hold the frame while this is being done.



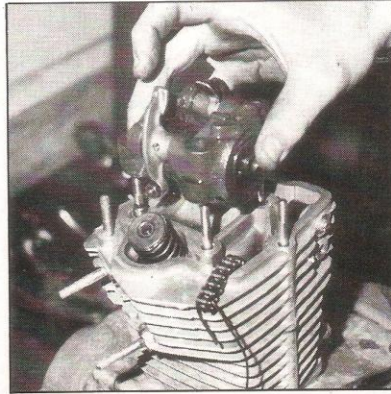
8) After the engine has been removed from the frame, disconnect the foot peg/kickstand/skid plate assembly and the valve cover. Start to remove the rocker arm assembly by disconnecting the timing chain sprocket. Care should be taken not to drop the bolts down the timing chain pocket.



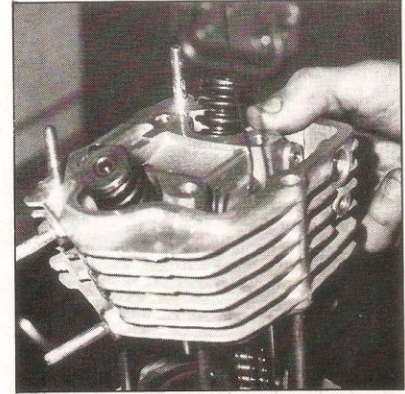
9) Remove the four nuts holding the rocker arm assembly to the head, leaving the chain sprocket in place for the time being.



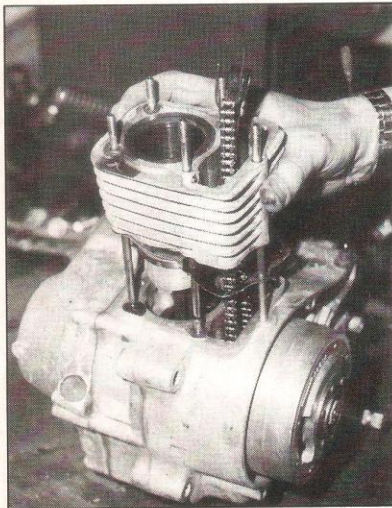
10) If the engine case is not to be split, care must be taken not to allow the timing chain to come off the driving sprocket on the crank. Hook a piece of wire through the chain loop and maintain tension on it as the sprocket is removed.



11) With the timing chain held in place by running the retaining wire through a bolt hole, remove the rocker arm assembly. For "Redhead" modifications, this is as far as you have to go with disassembly. What follows is for "Platinum Blonde" modification. The cam will simply slide out of the assembly.



12) Maintaining tension on the timing chain (if the engine case is to be split, this isn't totally necessary) with the retaining wire, slide off the head. Before doing so, remove the timing chain adjuster assembly in the head. Note, in this photograph, the inner and outer valve springs.



13) Still maintaining tension on the timing chain, slide off the cylinder.



14) View of cylinder showing timing chain tensioner. The bolt coming out of the back of the cylinder is a second adjustment for tensioning the timing chain.



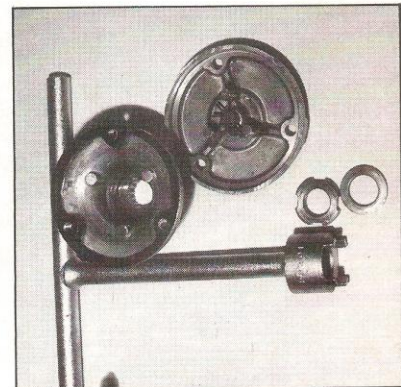
15) If "Platinum Blonde" modifications are to be carried out, there is no need to maintain tension on the timing chain since the crankshaft will be removed. Here the piston is being removed. Although the engine case will be split, it is a good idea to prevent carbon and dirt from entering the lower end by stuffing the top of the case with rags. The piston wrist pin locking clip is removed by a twisting motion on needle-nosed pliers.



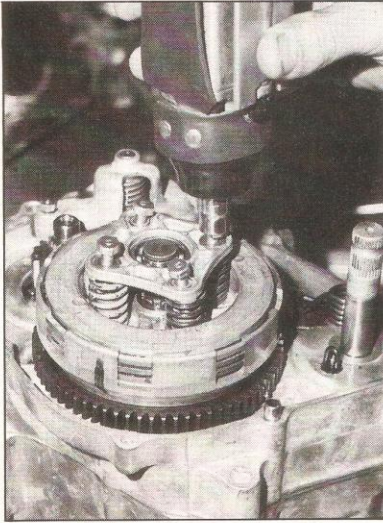
16) After removing the flywheel with a puller available from Honda dealers (seen laying on the bench to the left), unscrew the clutch housing. Note that the long clutch housing screws also serve to hold the engine case halves together, with only two retaining screws located under the clutch housing.



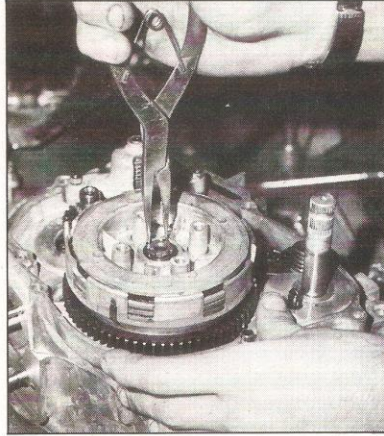
17) With a rag jammed between the primary gears to prevent things from moving around, remove the oil pump filter cover.



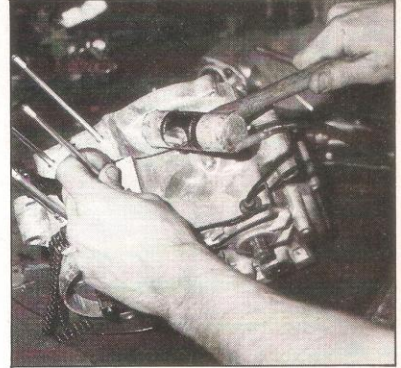
18) A special tool, shown here and available from Honda dealers, is needed to remove the nut that holds the filter in place. The filter works on a centrifugal principal, whirling particles to the outside of the cone. This filter should be cleaned periodically and, to do a thorough job, it is not a bad idea to remove it, so the special tool could be handy.



19) Removing the clutch spring retainer.



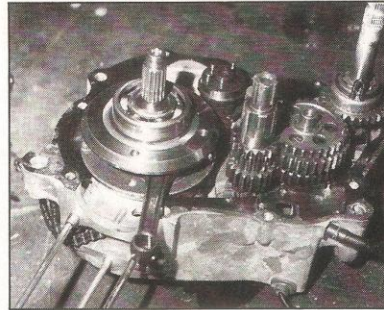
20) Removing the circlip that retains the clutch housing. When sliding off the clutch from the splined transmission shaft, try to keep all the plates in the correct order for easy reassembly.



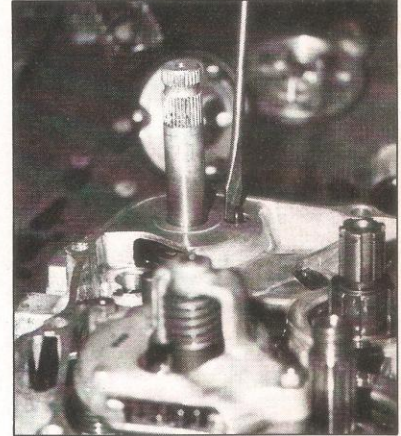
21) After removing the clutch, examine the shifting mechanism and try to memorize the order of assembly, making a sketch if necessary, to assist in reassembly. Remove the shifting mechanism and the two remaining engine case retaining screws. Gently tap the clutch side of the engine case away from the other half with a soft-faced mallet.



22) After breaking the seal, gently lift off the engine case half, making sure you do not disturb the transmission shafts.



23) What you will find in the engine case. While working on the engine, it might be a good idea to run a loop of wire around the transmission shafts and tension them together, so that the transmission is not disturbed. Presuming that all this work is done so that the components can be sent to Hacienda Heights Honda for modification, the rod should be left attached to the crank so that the balancing procedure can be done correctly.



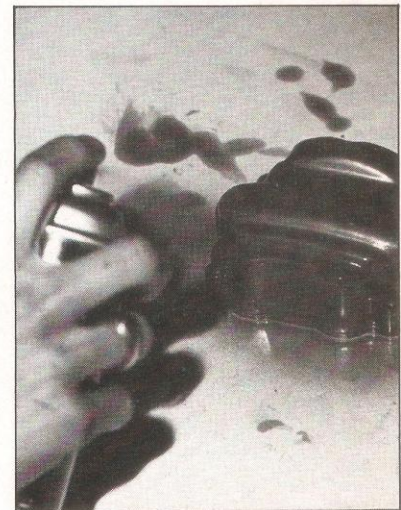
24) Re-assembly is a reverse of the disassembly procedure but there are a few things to watch for. The screwdriver indicates the end of the kickstart return spring that must be located correctly in the retaining hole.



25) Installing the shifter rod.



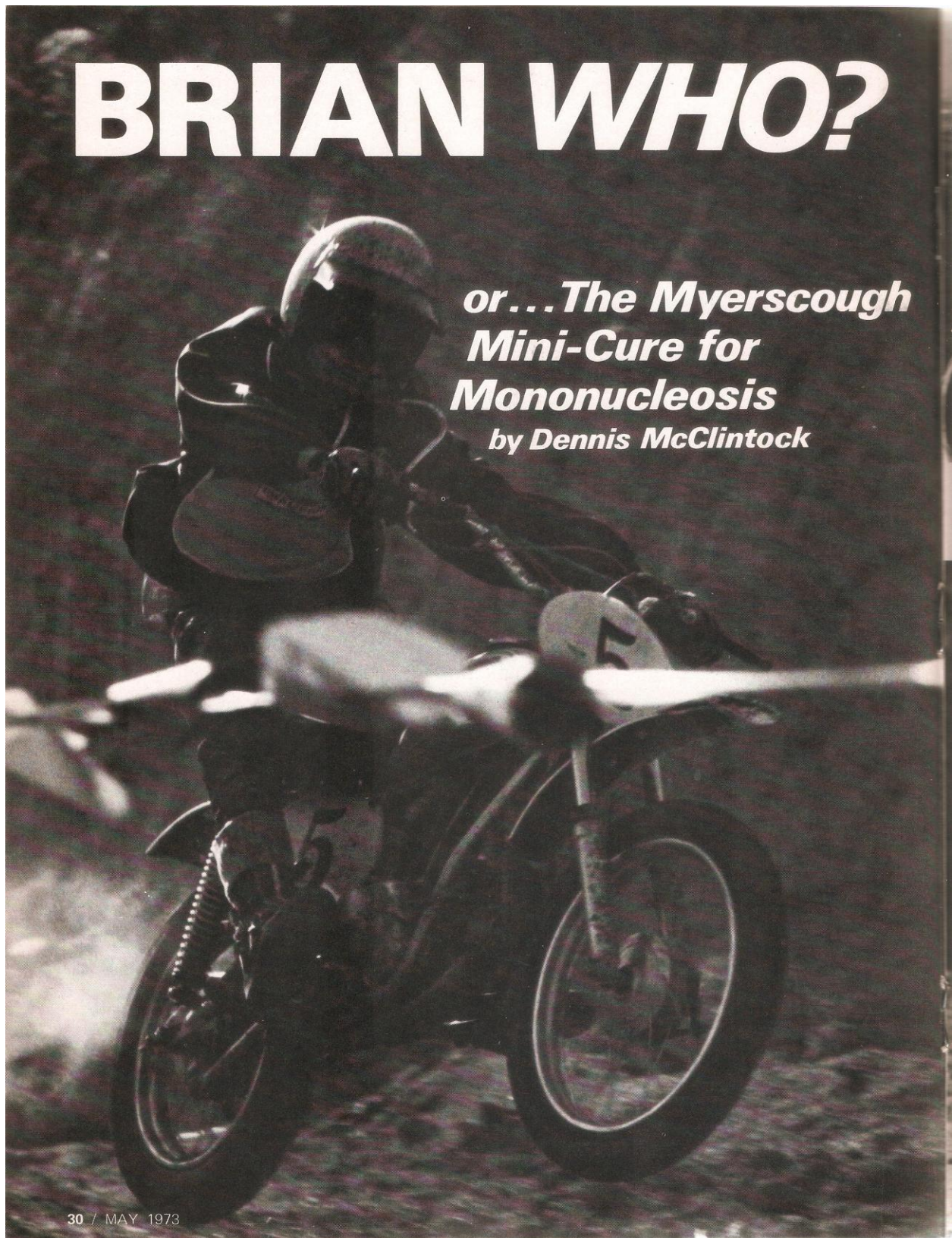
26) Holding open the ratchet roller arm with a screw driver, the ratchet plate is installed so that the two locating pins fit into the plate.



27) Final step, painting the valve cover red or gold. This makes the machine go very fast.

BRIAN WHO?

*or...The Myerscough
Mini-Cure for
Mononucleosis
by Dennis McClintock*



MONTESA COTA 123

Continued from page 38

made of pressed steel that doesn't break as easily as aluminum. However, we do not like to see the mounts for the levers as an integral part of the handlebars. If you brake a mount, you've got to replace the whole thing.

The gas tank is located in the plastic fairing and this is really narrow and uncumbersome. However, we have never liked the push-type gas cap used by Montesa. The fairing extends all the way back under the seat and provides rain protection to the air filter.

Also hidden by the fairing is the nice-and-quiet muffler. It is so hidden that you might be fooled into believing it doesn't have a muffler. However, it is tucked in there somewhere and exits through a narrow stinger on the left hand side, just behind the seat. You really have to look to find it. This location of the muffler greatly helps the nice, clean, narrow, lines of the machine.

In this search for compactness, it is probably inevitable that something would suffer. In squeezing the exhaust pipe over the engine, space for removing the spark plug was reduced to zero. The rubber connector between the exhaust pipe and the muffler section is right up against the spark plug and it is almost impossible to remove it without first removing the gas tank/fairing. Fortunately, this comes off very easily.

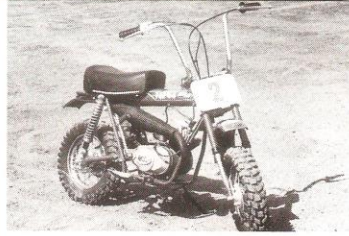
Wheels on the Cota 123 are quadruple-laced, 17-inch on the rear, 20-inch on the front. Tires are 3.75 at the rear and 2.50 on the front. Tread pattern is what we would call knobby but that Montesa calls "trails-type." They are specially made for Montesa by Pirelli to meet European competition specs which, we understand, involves precise measurement of the size of the knobs and the distance between. Tires that don't meet these specs are illegal. It's that much of a fine art "over the water."

Montesa must have a way of sealing the brakes that is exceptional. After riding through water that covered the hubs, we detected almost no difference in their ability to bring the machine to a stop. Only improvement we could suggest would be to make them fully floating.

We are obviously enthused about this best machine. It is one hellowabike for just about everybody. It is as near a work of art as any lightweight machine we have seen. Such near-perfection does not come cheap but at \$895 the owner is going to find a lot of riding joy. □

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