

Brad Roberts from DG putting the monoshocker through its paces for us.

The monoshock frame complete with gas Bilstein shock.



Photos By Steve Reyes

By Rick Valasek

MONOSHOCKING

THE MINICYCLE Big-Bore Technology for the Under 100cc Riders.

Minibike motocross is relatively new in the motorcycle racing world, but what the sport lacks in history it makes up for in experimentation. Several large companies have devoted great amounts of time and money to allow slightly smaller riders to compete on some really class one machinery.

With the advent of the monoshock suspension, it was only a matter of time before manufacturers began to produce the revolutionary frame for the minibikes. In fact, there have been several frames available for some time now. The trouble is that most of them were a little too new and either required a lot of modification of the stock parts or just plain didn't work like the full-size frames.

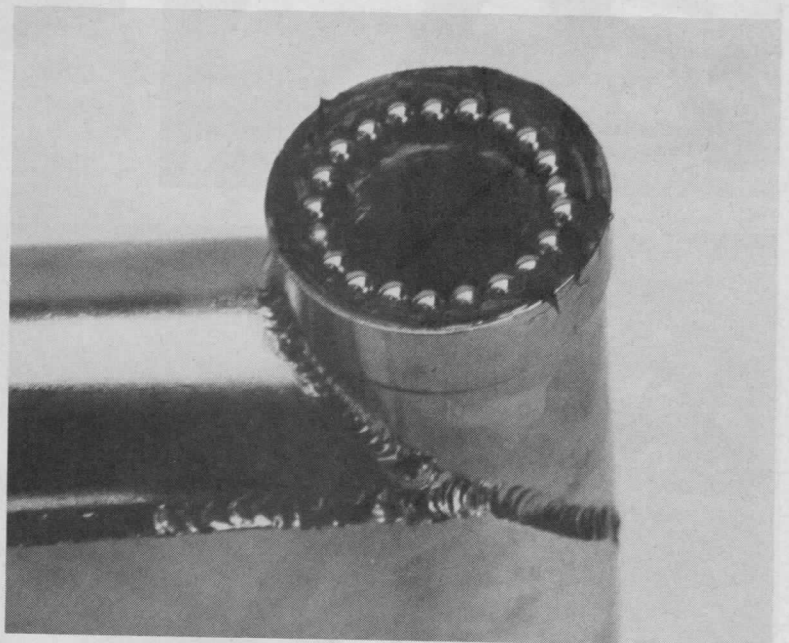
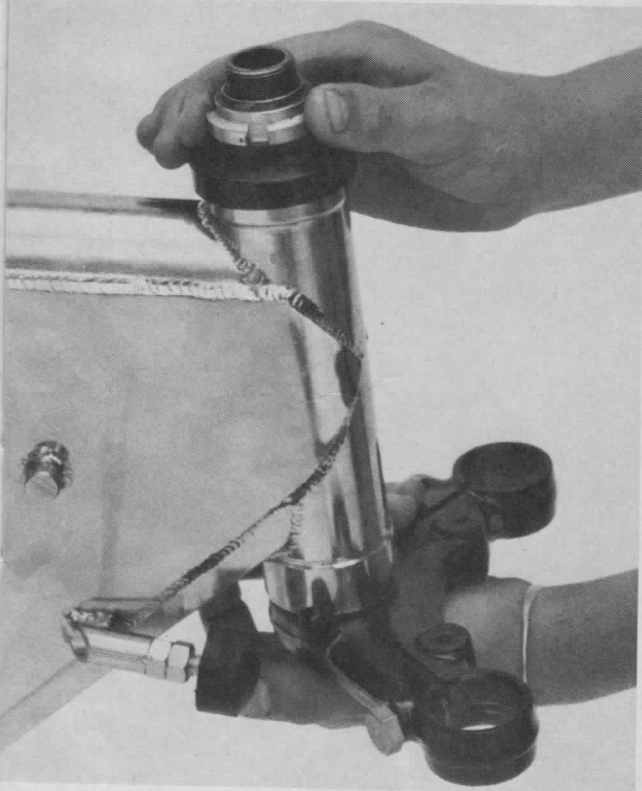
DG Performance Specialties Inc. is now manufacturing a monoshock frame which has the mini racer in mind. It

You can see the difference between the stocker and the modified bike right away. It's no real surprise that the monoshock is lighter after you see both bikes together.





This is the only hassle in the frame swap. First you remove the stock front end, making sure that the ball bearings don't go all over your garage floor. Use a little bearing grease to keep them in place and make sure that you have 21 balls on the top and bottom.

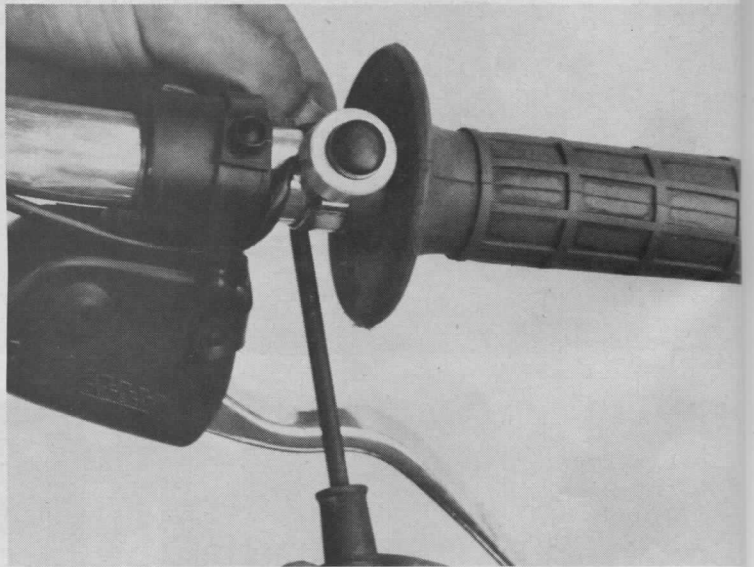
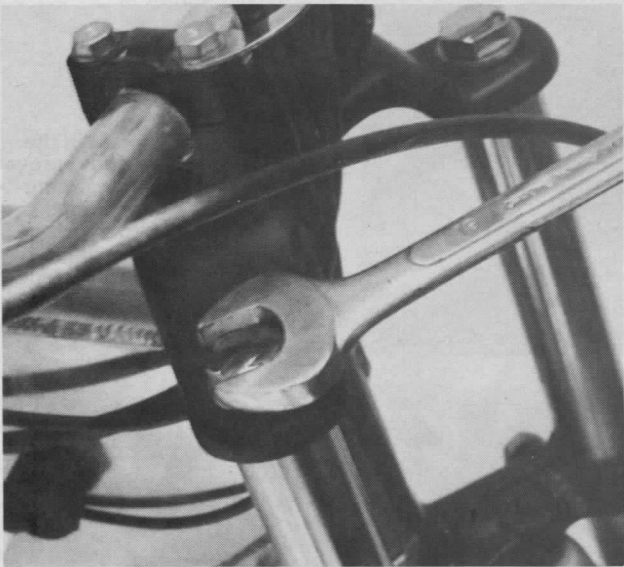
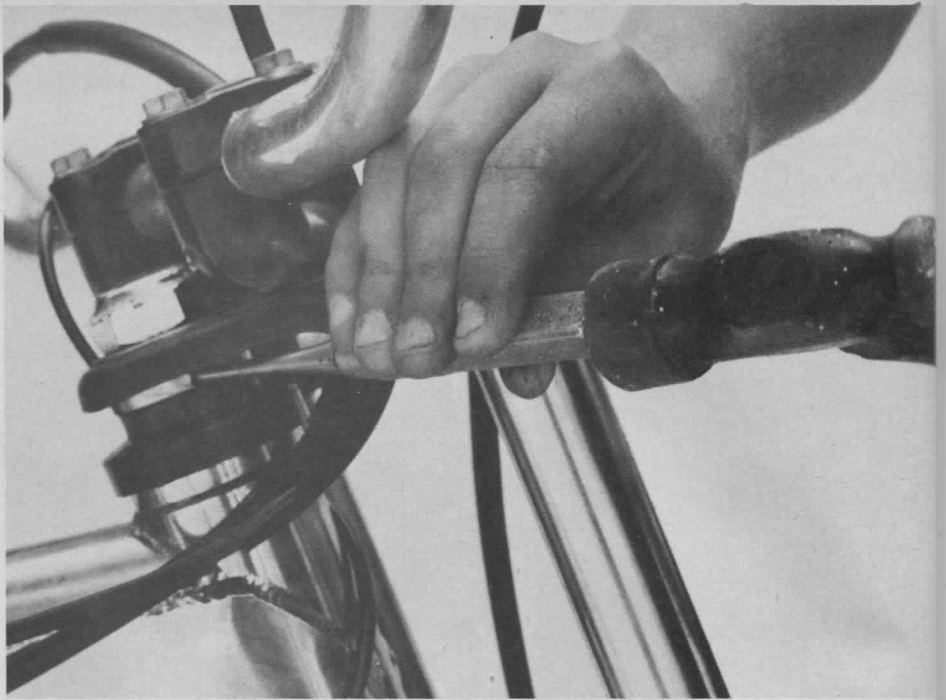


Slip the old lower triple clamp assembly into place.

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Put the handlebar assembly on top of it and tighten down the nut using either the special Honda tool or the old punch and hammer trick.

Tighten down the fork tubes after the triple clamps are in place and secure.



Make sure that you relocate the kill button on the handlebars, this is a must-do.

With the decrease in weight, the bike will tend to plow a lot less in the turns.




DG also makes a monoshock frame for the YZ-80. It too is quite a bit lighter than the stock unit.

incorporates a Bilstein shock in a 4130 chrome-moly frame. The frame is gold-anodized cadmium plated and is considerably lighter than the stocker. The lightness of the new frame is a major factor in a much better handling bike. The monoshock suspension really shows what it can do in a series of whoop-dees. With a stock suspension the XR-75 and a YZ-80 both want to plow and get sideways in the rough stuff. The lightness of the DG frame eliminates the plowing effect and the monoshock suspension allows the rider to keep the bike straight through the rough stuff.

We attended a set-up session at Pro-Fab in Garden Grove, Calif., to see how hard it was to convert a stock XR-75 frame into a monoshock frame. Disassembly of the stock XR-75 took up most of the time involved. Once we had everything stripped off of the old frame it all bolted onto the new DG frame very easily. The only problem that you might have is with the steering head bearings. That's only because Honda (like most other manufacturers) seems to want to make the job a real problem. We have included pictures of this part of the assembly to aid you in getting things done with the least amount of hassle.

The monoshock frame for the XR-75 is priced at \$295.00 without a shock; if you want a gas Bilstein shock and spring the price is \$349.00. DG also makes a monoshock for the YZ-80. The frame alone is \$325.00; with the Bilstein, \$379.00. The YZ frame will run you a little bit more because DG includes an airbox and aluminum torque rod with the frame.

For more info on the frame or to order one now, write or call DG Performance Specialties Inc., Dept. PC, 5552 La Palma Ave. East, Anaheim, CA 92806. Phone: 714/639-7020. 



The monoshock XR-75 comes off of the jumps straight and fast.