

# HODAKA SUPER COMBAT™

## PURE MOTOCROSSER

No frills on this machine.

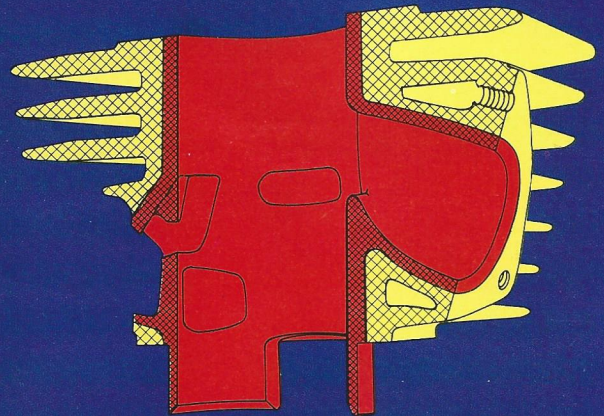
What you get is pure motocrosser—with close ratio gear box, low pipe, reed induction and porting, CDI ignition, 32mm racing carburetor, plastic fenders, shoulderless alloy rims and a lot more (see flip side).

The Super Combat's low center of gravity makes it possible to stuff the machine into a corner hard without worrying about front end wash-out. With Hodaka's proven frame geometry, this Hodaka (like all Hodakas) really handles.



## WITH HODAKA'S ALUMIFERRIC CYLINDER

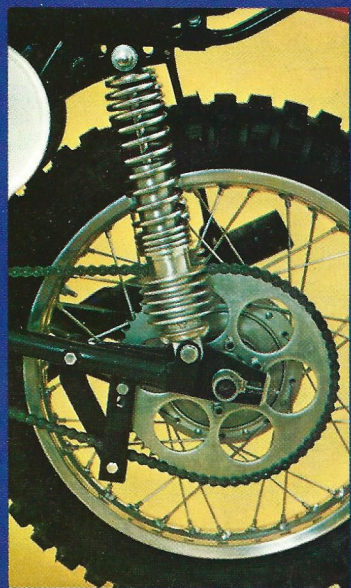
- ★ The Alumiferric Fusion process eliminates problems inherent in all-iron and all-alloy cylinders while retaining the best features of both.
- ★ Die casting of aluminum alloy allows thin fins for better heat dissipation.
- ★ Alloy is fused to Mehanite iron inner casting for superior heat transfer.
- ★ Mehanite core forms entire sleeve and port area, eliminating iron/alloy junctures in ports. This increases the laminar flow of gases and allows easy polishing of ports.
- ★ Iron inner cylinder makes a maximum rebore of up to  $+.040$  possible.



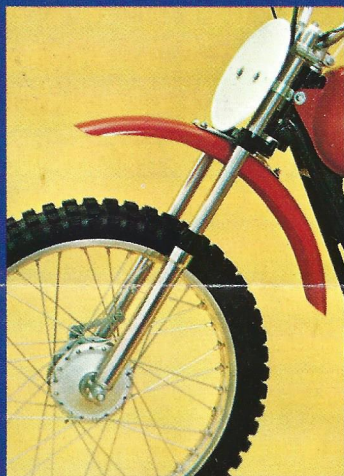
The Alumiferric Fusion process cylinder offers the advantages of both all-iron and all-alloy cylinders with none of the disadvantages.



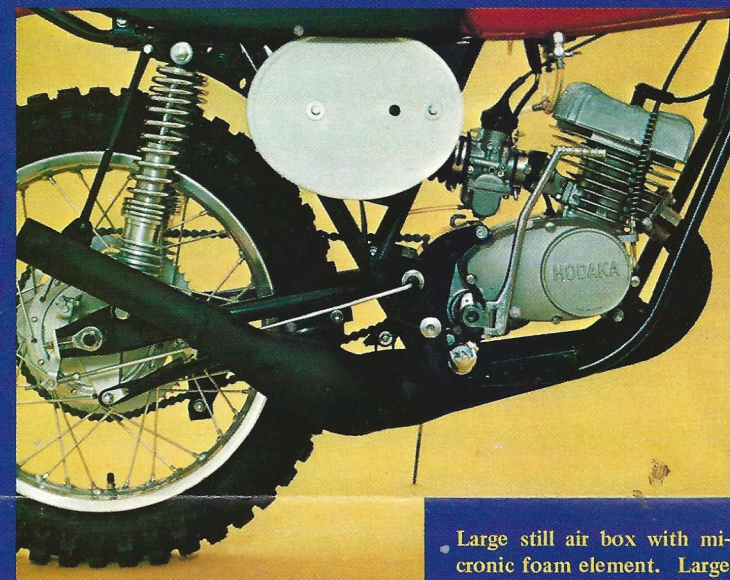
# SUPER COMBAT™ FEATURES



Alloy body shock absorbers with cooling fins, progressive rate springs. Two shock mounting positions. Number 428 heavy-duty Daido chain (prelubed with silicone grease). Braced chain guide with nylon roller. Shoulderless alloy rim and rim lock. New brake lining material. New swing arm with metallic bushings and grease fitting at pivot.

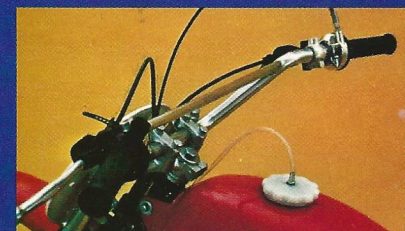


Plastic fenders—front and rear. Number plates. 21" front tire, shoulderless alloy rim and rim lock. New brake lining material. Improved oil control in front forks for better dampening.



Large still air box with micronic foam element. Large 32mm Mikuni racing carburetor. Reed valve induction set up. Motocross transmission ratios. Internal rotor CDI (Capacitor Discharge Ignition). Low-type exhaust system with "straight-through" silencer. Folding serrated self-cleaning foot pegs. Folding kick crank lever. Brake rod centers at swing arm pivot (same in effect as full-floating rear brake).

Progressive action quick-turn throttle. Spring protected cable. "Kill" button. Malleable alloy clutch lever and brake lever with rubber covers. Narrow racing tank with large filler hole and vented fuel cap. Enlarged petcocks for increased fuel flow.



Included with each bike: Portable center stand with folding handle. Two mud flaps for front fender. Complete tool kit and owners manual.



## GENERAL SPECIFICATIONS-HODAKA 125/SC 97

### ENGINE

|                                 |                                      |
|---------------------------------|--------------------------------------|
| Type                            | Two-stroke gasoline, air-cooled      |
| Displacement                    | 123cc (7.5 cu. in.)                  |
| Bore and Stroke                 | 56mm (2.20 inch) x 50mm (1.97 inch)  |
| Compression Ratio (Atmospheric) | 8.6:1                                |
| Ignition System                 | Kokusan Denki MR2397 Inner Rotor CDI |
| Starting System                 | Kick Crank                           |
| Spark Plug                      | NGK B-9HV (Std.)                     |
| Engine Lubrication              | Gas/oil mist                         |
| Induction System                | Reed Valve                           |
| Carburetor                      | Mikuni VM32SC                        |
| Throttle                        | Quick Response (72°)                 |

### PERFORMANCE

|                    |              |
|--------------------|--------------|
| Maximum Horsepower | @ 10,000 rpm |
| Maximum Torque     | @ 8,300 rpm  |

### DRIVE TRAIN

|   |  |              |       |
|---|--|--------------|-------|
| Clutch  | Wet, multiple disc type                          |              |       |
| Primary Drive   | Large Module Spur Gears, 21T x 59T Ratio: 2.81:1 |              |       |
| Final Drive - No. 428 Chain (Heavy Duty-Daido) Sprocket 14T x 64T Ratio: 4.57:1 |  |              |       |
| Transmission  | Constant mesh, 5-speed                           |              |       |
| 1st   | 2.90   | Overall: 1st | 37.24 |
| 2nd   | 2.00   | 2nd          | 25.68 |
| 3rd   | 1.50   | 3rd          | 19.26 |
| 4th   | 1.29   | 4th          | 16.62 |
| 5th   | 1.17   | 5th          | 14.98 |

### DIMENSIONS

|                     |  |
|---------------------|--|
| Frame               | Double loop, tubular steel             |
| Length (Overall)    | 78.74"                                 |
| Width (Handlebar)   | 32.28"                                 |
| (Footpeg)           | 17.7"                                  |
| Height (Seat)       | 32.2"                                  |
| Wheelbase           | 52.36"                                 |
| Front tire          | 3.00 x 21" 4-ply MX pattern            |
| Rear tire           | 3.50 x 18" 4-ply MX pattern            |
| Wheels              | Shoulderless Alloy with 9 gauge spokes |
| Ground Clearance    | 7.48"                                  |
| Dry Weight          | 191.63 lbs.                            |
| Weight Distribution | 42.53% (Front)/57.47% (Rear)           |

### CAPACITIES

|              |                                  |
|--------------|----------------------------------|
| Fuel Tank    | 2 U.S. Gallons                   |
| Transmission | 1.25 Pints                       |
| Front Forks  | Maximum 6 oz. (177.5cc) each leg |

### SUSPENSION

|       |   |
|-------|---|
| Front | Double oil dampened Telescopic with Progressive Rate Springs                                    |
| Rear  | Oil Dampened alloy body shock absorbers with air-cooled oil reservoir. Progressive Rate Springs |

### ADDITIONAL SPECIFICATIONS

|                |                                       |
|----------------|---------------------------------------|
| Steering Angle | 45 degrees                            |
| Caster Angle   | 60.7 degrees                          |
| Trail          | 5"                                    |
| Air Cleaner    | Washable micronic foam, oil saturated |
| Brakes         | Internal expanding                    |