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DT100 (1977-1983), DT125 (1978-1981), DT175 (1978-1981),
DT250 (1977-1979), DT400 (1977-1978), MX100 (1979-1983),
MX175 (1979-1981)

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DT100 (1977-1983), DT125 (1978-1981), DT175 (1978-1981), DT250 (1977-1979), DT400 (1977-1978), MX100 (1979-1983), MX175 (1979-1981)

Remember the smell of Castrol R at a 1960s scramble? Or riding a 1970s trials bike through every type of natural obstacle possible? If you want to revisit those memories, or relive the competition of earlier times, this book is for you. Buying, restoring, and riding classic off-road competition bikes is now something that you can do! This book gives enthusiasts of classic off-road competition motorcycles a step-by-step guide to a full restoration. Covering dismantling the motorcycle and its components, restoring and sourcing parts, paint spraying, decals and polishing.

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With chapters covering engine, frame, forks, fuel, exhaust, seat, brakes and tyres, you'll see how to take a bike from scratch to a full rebuild; then on to safe set-up and general maintenance. Includes chapters focussing specifically on pre-65 and twin shock models.

DT100 (1977-1983), DT125 (1978-1981), DT175 (1978-1981), DT250 (1977-1979), DT400 (1977-1978), MX100 (1979-1983), MX175 (1979-1981)

Go on a 60-year ride with Harley-Davidson's Sportster
Things got a little weird in the American motorcycle industry after World War II. People hungered for new motorcycles, buying just about everything manufacturers could build.

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But on rare occasions a manufacturer produced a machine that nobody wanted. Such was the case with the Harley-Davidson Model K. The Model K had most of the features buyers wanted in a modern machine, like hand-operated clutches, foot-operated shifters, and cool-running aluminum heads, but it lacked perhaps the most important technological upgrade: a modern overhead-valve valve-train design. The Model K retained the antiquated side-valve design because of arcane AMA racing rules written when Harley-Davidson and Indian competed head-to-head on American racetracks, but by 1952 Indian was on its last legs. This should have made the Model K a massive sales success. What nobody counted on was the British bike invasion. Thanks to their modern overhead-valve engines, the

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lightweight British bikes humiliated the side-valve Harleys on the track and on the street. Upgrades to the Model K didn't help; Harley finally relented and introduced a new overhead-valve middleweight for the 1957 model year. Dubbed the Sportster, it was everything the Model K was not. More importantly, it was faster than the British competition. Thus began the Sportster's sixty-year reign. Harley-Davidson Sportster: Sixty Years tells the complete Sportster story. Noted Sportster expert Allen Girdler covers all the bikes--the XLCH, Caf_ Racer, XR1000, XLX, 883, Iron, Forty-Eight, Seventy-Two, and Nightster--that have made the Sportster one of the most iconic motorcycles on earth.

Suspension is probably the most misunderstood aspect of

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motorcycle performance. This book, by America's premier suspension specialist, makes the art and science of suspension tuning accessible to professional and backyard motorcycle mechanics alike. Based on Paul Thede's wildly popular Race Tech Suspension Seminars, this step-by-step guide shows anyone how to make their bike, or their kid's, handle like a pro's. Thede gives a clear account of the three forces of suspension that you must understand to make accurate assessments of your suspension's condition. He outlines testing procedures that will help you gauge how well you're improving your suspension, along with your riding. And, if you're inclined to perfect your bike's handling, he even explains the black art of chassis geometry. Finally, step-by-step photos of suspension

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disassembly and assembly help you rebuild your forks and shocks for optimum performance. The book even provides detailed troubleshooting guides for dirt, street, and supermoto--promising a solution to virtually any handling problem.

The aim of this book, with its superb step by step photographs and detailed diagrams is to enable every owner to understand the workings of an outboard motor (2 or 4 stroke) and be able to fix it with relative ease. It includes: an explanation of the different parts that make up the engine and how they interact; how fuel is transformed

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into propulsion; regular maintenance and repair worksheets to help even the most mechanically ignorant to work on their outboard engine with confidence; the most common causes of breakdown; troubleshooting tables to allow you to diagnose and fix the most common engine problems and advice on how to winterize your outboard in one short afternoon. After reading this book, your outboard will no longer be a potential bother to you but an ally for better boating.

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