

Fellow Mechanics, my KDX-200 dirt bike needed a re-build because I had used the wrong air/fuel mixture (called "jetting"). The jetting was set for high-Colorado and I had brought the bike down here without changing the jetting. Uh-oh. **Engine-go-boom.**

Could I do the overhaul myself? I thought so. But when? A steady stream of visitors (dirt-bikers from all over the country, drawn to this "epicenter of dirt-euphoria" known as Inyokern) are very entertaining, no time to "work".

Solution: On two previous occasions, **Chad Banta Repairs** of Bishop, CA has come to the rescue. These were a total-breakdown during the event called the Bishop 3-Day and later Chad's rebuild of my KTM-300. Chad is a "proven quantity".

The ride to Bishop, up CA Rt.395, is always entertaining...



...the Sierra's still (August!) showing some snow...



Safe arrival... Greeted by the shop-dog (gotta have one!)



and Chad himself...



...showing my damaged cylinder, which held my trashed piston. Below you can see the vertical-scratches where the piston welded-itself to the cylinder...



Chad had pointed out the damage to the cylinder; note the blob of "melted aluminum" in the lower-port...



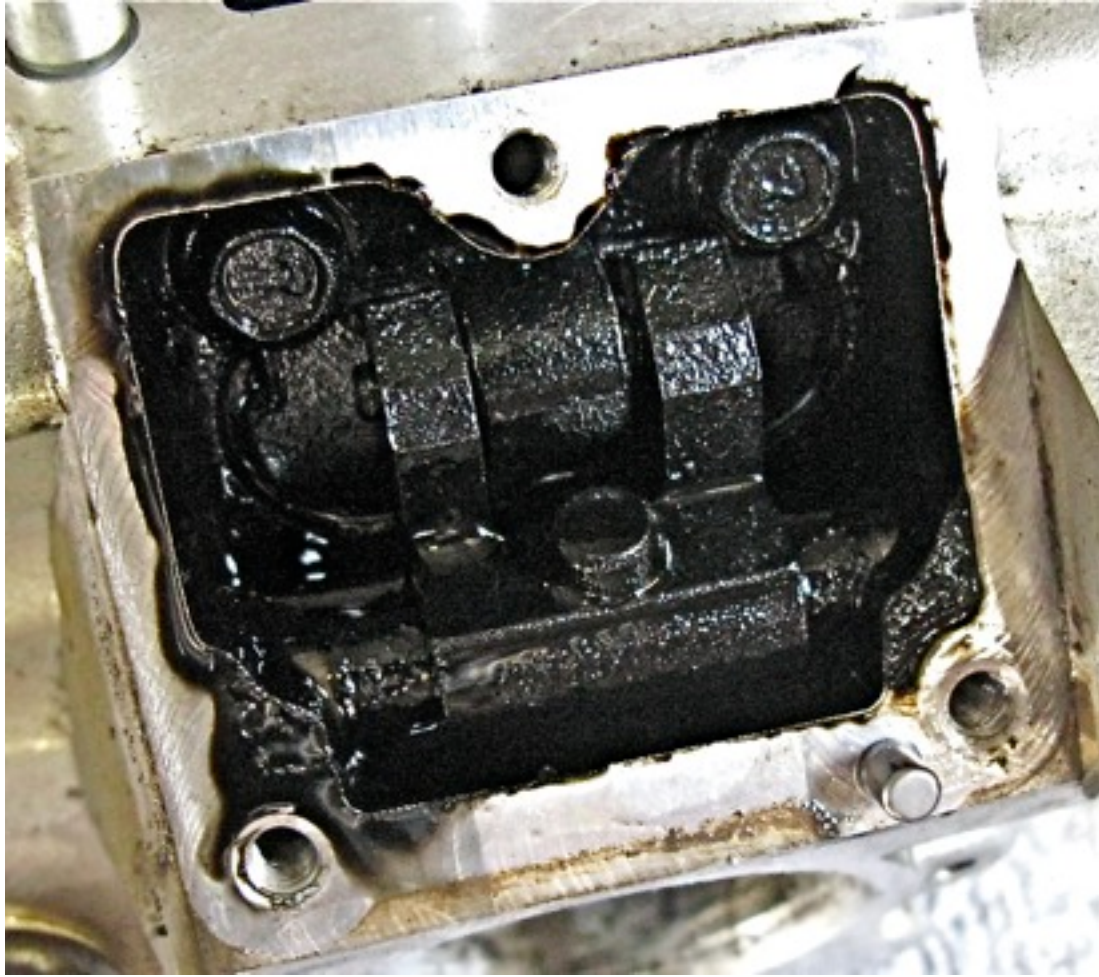
...which would be dissolved with muriatic acid...

**MURIATIC
ACID**

...and then honed...



The power-valve (always cruddy) must be cleaned...



...and, uh-oh... 5 unique/exact tools needed to remove the valve...



...revealing 3 very-complex sets of actuation-gears...



...which must be intricately-fitted to the cylinder. If "off" by 1-tooth, the power-valves will not work properly...



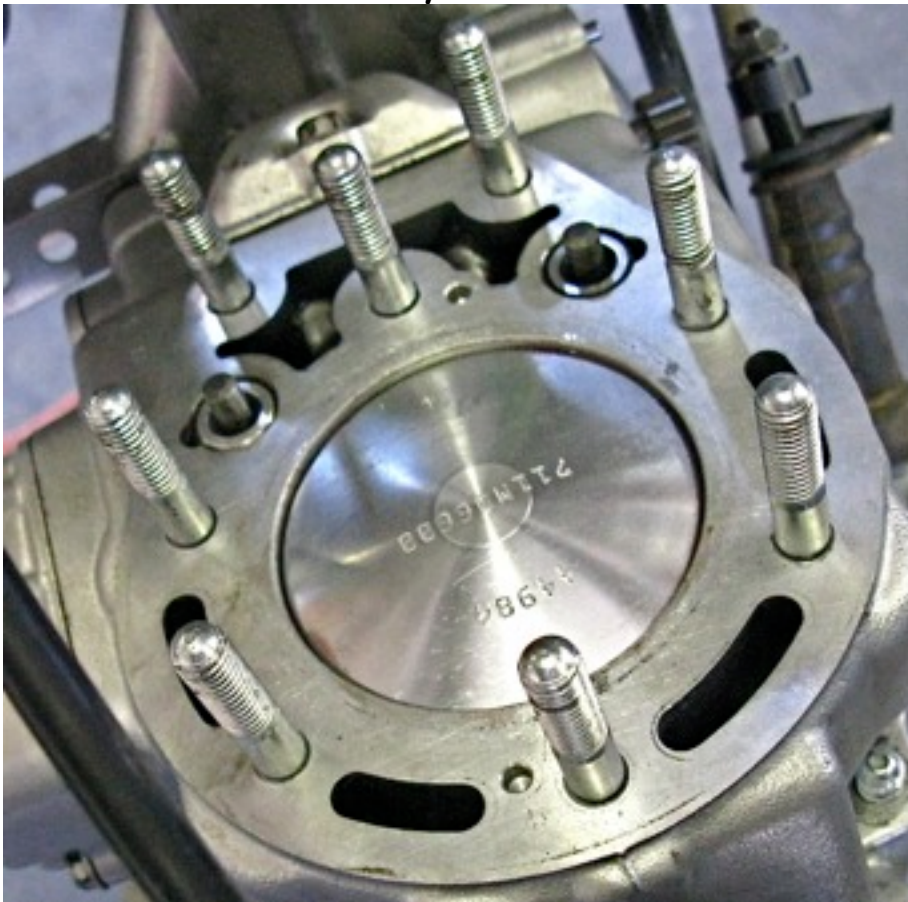
I would **not have been able to figure this out on my own.**

Chad earned his rate right here. Amazing. "Surgical skills".

The new (shiny) piston...



...mounted to the cylinder...



...and connected to the engine...



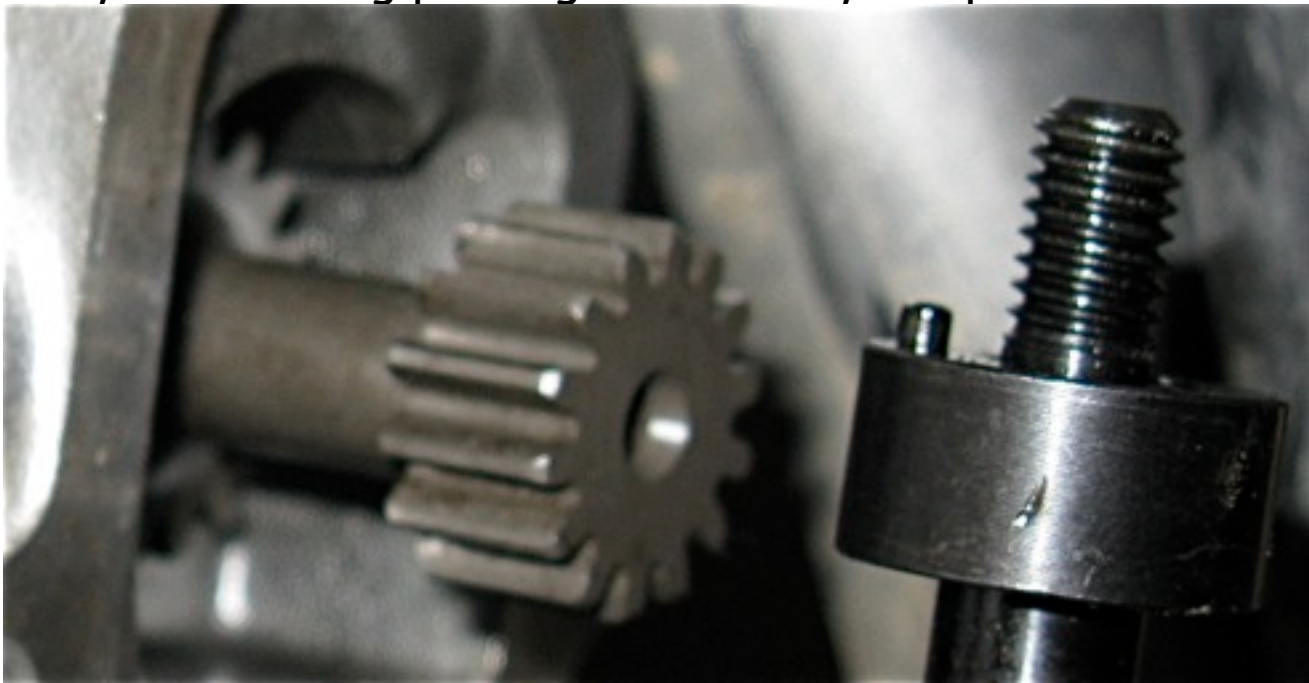
Nicely fitted...



In re-assembly of the power-valve actuator bolt, Chad points out this is a "wrong way" nut, "twists right" to get it off. Tricky!



Many interlocking parts/gears... Very complex...



A "jet" and "needle" (required to set the air/fuel ratio correctly) was installed/adjusted...



The "burp" bolt releases air from the system when the coolant is added...



...then the muffler was "re-packed" (old/cruddy = black) and the new packing (white) wrapped around the exhaust pipe...



And the wrapped-pipe stuffed into the muffler-can...



All through the day, helper-lad Casey was our loyal "go-fer"...



...and really helped out during parts-runs to the local dealer (below 2 pics by Casey, who has a real photo-talent).....



...the Yamaha dealer had restored '70's bikes...



Thanks, Casey!

Lessons:

- 1) There is no substitute for a quality "independent" mechanic. A "shop" has no knowledge. Only people have knowledge.
- 2) Whenever possible, bring all the new-parts needed for "the fix" to your mechanic. Don't waste his time "chasing parts".
- 3) "Your" mechanic will not be a one-time-deal. **Pay cash, pay-fast.** A mechanics biggest problem is "fixed bikes" having owners-without-cash. He counts on you as much as you count on him.

The ride home was awesome...



The finished product...



Recognition and thanks...

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Thanks for reading along...

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