

A GYT KIT FOR THE LITTLE YAMAHAS

TIPS ON INSTALLING WEBCO'S HORSEPOWER PARTS
BY ROBERT SCHLEICHER



The popularity of Yamaha's "Gyt Kit" on the 250cc DT-1 Enduro model has prompted a number of purchasers of the smaller AT-1 125cc and CT-1 175cc Yamaha's to hope for a similar "kit" for their machines. As of yet, however, Yamaha has no such kit in the offing. The AT-1 purchaser can opt for the strictly off-the-road AT-1MX model or even install the MX parts on his standard AT-1. The MX is nearly a full-race tune and often a bit much for the enduro or desert rider, or the trail rider in search of just a slightly larger serving of suds. The MX is a 'cammy' type of powerplant that can prove unnerving to the novice. The CT-1 buyer has nothing in the way of extra Yamaha-factory power parts.

Now owners of either the AT-1 or the CT-1 models can rejoice in a set of components just marketed by Webco. A head, expansion chamber, air cleaner, and a wide selection of other dirt parts are available from Webco for these two model Yamahas.

While preparing this bit on the Webco "Gyt Kit", we unearthed another most interesting fact about the CT-1 and AT-1 Yamahas; the lower ends and the cylinder head stud spacing are identical on the two models. For the competition rider, this means he can buy one machine (either the AT-1 or the CT-1) and obtain a second barrel, piston, and head to convert his machine into a 125cc or a 175cc racer. For maximum power, the carburetor and expansion chamber should be matched to the larger or smaller displacement engine as well. Webco has further increased the versatility of the AT-1 motorcycle (or the

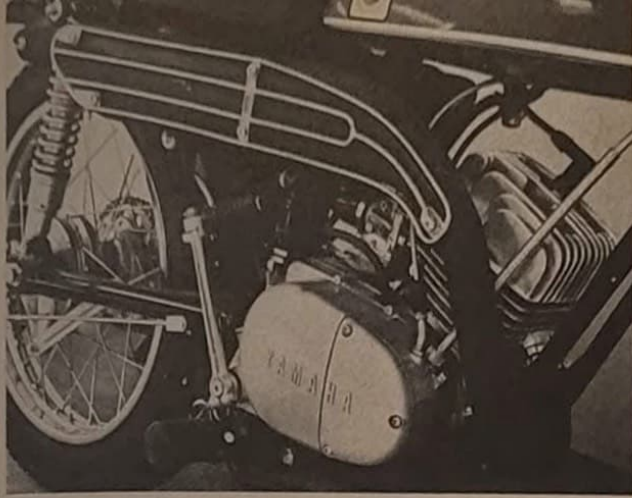
AT-1 barrel/piston/head, if you've a CT-1) by offering a 100cc cylinder liner and piston kit. Webco wants you to send them your AT-1 cylinder so they can machine it to mate with their liner. The liner alone runs \$22.95, labor \$15, piston and rings \$21.90, and you pay freight to and from Venice, Calif., on your barrel. The 100cc Yamaha should prove an interesting competitor indeed in this class currently dominated by 100cc Pentons, Sachs, and Hodakas!

The best feature of Webco's "Gyt Kit" components is that they don't seem to detract one iota from the Yamaha's excellent power, torque spread and smoothness. The Webco head, chamber, and air cleaner simply add about 20 per cent more power straight across the range on either the 125cc AT-1 or the 175cc CT-1. Installation of these three Webco components requires no modifications to the basic bike and the entire operation can be performed in less than two hours. The cylinder head for either displacement is \$39.95 with really giant cooling fins both top and bottom, a central spark plug location for more efficient combustion, about four points higher compression ratio, and a predrilled hole for a 14mm compression release. The Webco expansion chambers for the machines are designed to complement the increased low- and mid-range power increases from their head. The chamber for the AT-1 is \$39.95, for the CT-1 \$49.95. Yes, the chambers will work with the stock heads too. The same Webco air cleaner will fit either model. This unit houses a

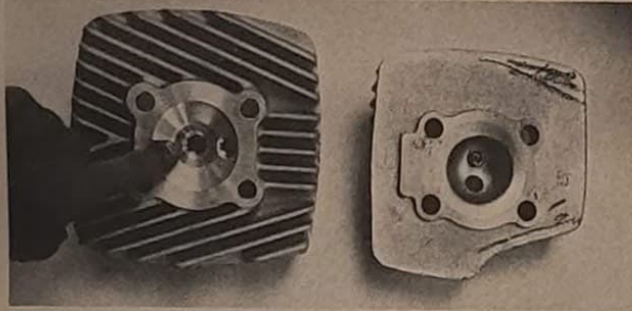
Filtron element and is available to fit either bikes with oil injection systems intact or those competition machines which may have the oil injection removed. Either Webco/Filtron air cleaner is \$17.00.

On the CT-1, you'll likely find that a 170 or 180 main jet will be needed for a proper air/fuel mix in place of the stock 150 jet. A similar two or three step increase in jets will be needed if the Webco package is applied to the AT-1. Try a NGK B9E plug in place of the stock B8E. Gearing is very much a matter of personal choice/track conditions, but SoCal riders find that a 14 tooth countershaft sprocket with a 54 tooth rear sprocket serve well in most moto-cross events in place of the stock CT-1 15 and 49 tooth gears. For more open races, like cross country desert, try a 14/50 combination. The AT-1 should be capable of pulling similar gears. Webco's steel countershaft sprockets are \$4.95 and their alloy rear sprockets \$14.95.

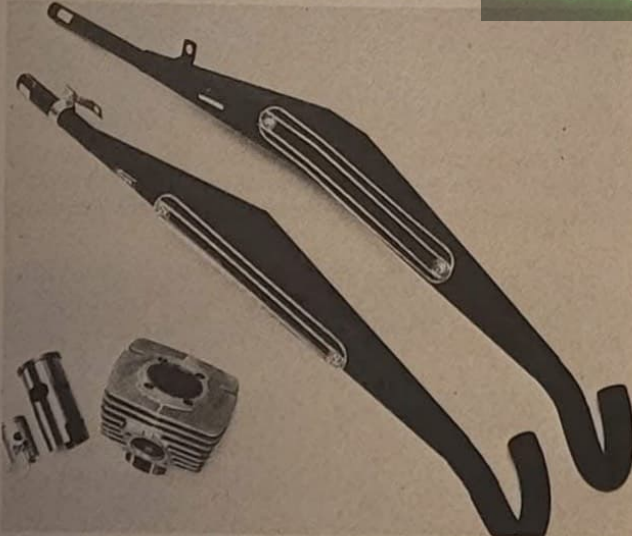
Webco has bags of other goodies for the serious dirt rider with an AT-1 or CT-1 beneath him. Allen head socket screws for those hard-to-reach exhaust flange bolts are \$1.20(No.1919), a complete socket head screw kit for the rest of the engine replaces those easy-strip Phillips head screws for \$2.95. A compression release to fit the Webco 3/4 inch reach head hole (No. 1631) or the stock Yamaha 1/2 inch reach hole (No. 1604) is \$13.95. A spare spark plug holder to hold two plugs on any bike is \$5.95. Fork braces, high mount fenders, number plates, fork spring boosters, and skid plates are also offered.



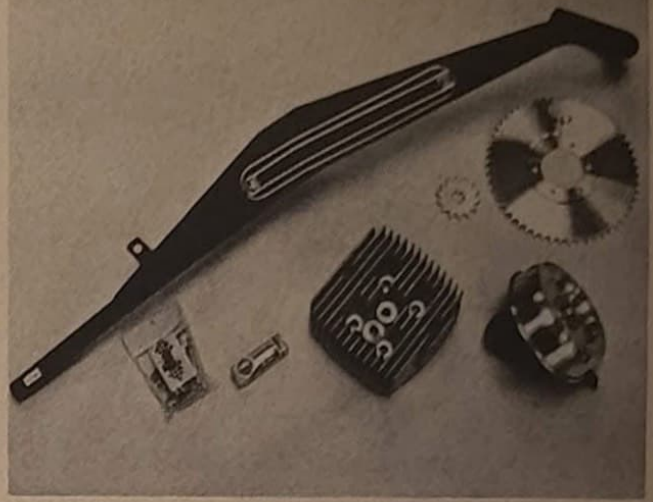
Webco has their own set of "Gyt Kit" power-increasing parts for either the CT-1 (shown) or AT-1 Yamahas. Currently, this is the only source of extra power for the CT-1.



Webco AT-1 and CT-1 cylinder heads (left) feature giant fins above and below top flange with central spark plug location for better combustion and higher compression ratio, plus a tapped hole for compression release.



With identical lower ends, the Yamaha AT-1 or CT-1 owner can run in a choice of three displacement classes. Webco has a cylinder liner/sleeve and piston they'll fit to your 125cc AT-1 barrel to reduce it to 100cc for that class. Yamaha dealers can supply the stock AT-1 barrel/piston/rings/wrist pin for about \$56, the same components for the AT-IMX racer at about \$78, and the CT-1 at about \$65. The AT-1 barrel for those who want both 100cc and 125cc items is \$44. The Webco AT-1 expansion chamber (bottom) will work with either 100cc or 125cc engines. The larger chamber is needed for the 175cc CT-1. The choice and swapping of the 22mm, 24mm, and 26mm carburetors will depend on the state of tune of each machine. Webco's AT-1 head could be used on either 100cc or 125cc bikes, but a separate head is needed to mate with the 175cc cylinder bore.



Yamaha CT-1 and AT-1 feature nearly identical engine lower ends. Webco power package includes new head, expansion chamber, Filtron-element air cleaner, choice of countershaft and rear sprockets, spark plugs, and socket head bolts for cases and/or exhaust header flange.



Webco has dozens of dirt-bike accessories including this holder for two spare spark plugs (left) and a compression release.



Installation of the Webco head, expansion chamber, and Filtron element air cleaner on either AT-1 or CT-1 requires only 10, 13, and 17mm sockets, a 3 inch extension and some sort of handle, a plug socket, torque wrench, Phillips and slotted head screwdrivers. Job can be done in two hours.