





# ATK 560 WORLD CLASS ON STRAIGHT GAS!

What exactly is it that holds your bike back? What keeps it from being a top-ten contender at, say, the USGP at Carlsbad? Okay, we already know the rider holds most bikes back, but suppose you can ride well enough. Your bike probably needs some better suspenders, and how about a couple more ponies—without sacrificing tractability?

Well, if your name is Warren Reid and you have a 1985 vintage ATK 560, your bike lacks nothing to attain the top-ten at the USGP. But, if you'd rather have a top-five finish, a heavy-duty front wheel would be nice (a pair of broken front wheels in the second moto cost Warren that top-five finish).

Chris Crandall proved the ATK is no slouch as a desert bike, either, starting with his win in the famous Barstow-to-Vegas Hare and Hound, then going on to win Casey Folks' World Championship Hare and Hound.

How special was Warren's Carlsbad-cruising ATK? Horst Leitner and crew washed Reid's GP bike, changed the tires and sent it over to *Dirt Rider* for a Best Test without even changing the engine oil.

That means an ATK you can order is a world-class motocrosser. Last year, we called it a no-joke four-stroke. We submit to you that this year the ATK is quite simply a serious racer. With a race record like this, why call it a fancy four-stroke? Just refer to it as a *winner*.

The only misery involved in getting on the gas on an ATK is when it comes time to start it. Like most four-strokes, there is a certain drill

to follow, and the one for the ATK sounds remarkably like that of the Husqvarna 510TX.

Kick the bike through with the throttle open—but with gas and choke off—a few times. Turn the choke on, find the white paint spot on the cam pulley through a window provided in the cam belt cover and give the bike a healthy kick while cracking the throttle. Our bike came with the optional racing cam. There is more horsepower available from the Rotax engine with that cam, but it makes starting more difficult and causes a loss of low-rpm horsepower.

If we were buying an ATK, and planning any trail riding, we would order the milder cam. Even the mild cam provides enough racing steam for most riders.

Crandall must be able to start his ATK, and we have watched other ATK riders at the track and they seem to start their bikes OK, too.

After the bike is running, things are pretty much coming up roses in the handling department. The ATK feels weighty only while loading it on the trailer. To use an old cliché: "The feeling of weight disappears once you get underway." That feeling of lightness is helped, no doubt, by ample horsepower, a low seat height and center of gravity and the fact that the bike *isn't* heavy. At 252 pounds, the ATK is 13 pounds lighter than a Honda XR350R.

None of our testers had any complaints about the handling. Steering precision is excellent. You can steer the inside lines—where many four-strokes make up time on two-strokes with the help of their trac-

table power. But with the ATK's horsepower, the berm is faster if there is one. Still, it is nice to have a choice. Despite an initial short feeling to the chassis, high-speed fire-road slides and fast, rough sweepers are handled with aplomb.

As you can see from these photos, the ATK is a willing jumper. Local pro motocrosser Tony Mayes performed the craziness, and he weighs less than 140 pounds. Supercross-style peaked jumps do demonstrate the ATK's weight, though.

Naturally, a great deal of the credit for the handling should go to the suspension. White Power upside-down forks haven't been favorites around *Dirt Rider*, but the unit on the ATK was excellent on the track. It did, however, exhibit a tendency to bottom heavily on several occasions.

The rear suspension is similarly capable. The bike didn't seem to like supercross whoops, but other terrain undulations passed under the wheels largely unnoticed.

The only real wart in the ATK's on-track performance is the brakes. The rear stopper is OK, but a rear brake on a four-stroke doesn't do that much work anyway. The front brake, though, needs to be stronger. The bike isn't a hazard; it simply tires the rider too quickly.

When the bike was set up as it was for the USGP, the ride was harsh on trails, though the chassis' other traits helped the bike get around quickly on mountain trails. After a switch to a production-spec shock, the ride was much nicer for trail speeds.

You can still ride trails or an en-





PHOTO: KAREL KRAMER

**Downhills with whooped-out areas didn't upset the handling.**

Make/model ..... ATK 560  
 Serial number ..... Frame and Engine: 183511  
 Price ..... \$4295  
 Number of dealers (U.S.) ..... 25  
 Warranty ..... None  
 Customer service ..... ATK Leitner Corp.  
 2650-C Walnut Ave.  
 Tustin, CA 92680  
 714/731-5115

Type ..... Air-cooled SOHC four-valve, four-stroke single  
 Displacement ..... 562cc  
 Bore x stroke ..... 94 x 81mm  
 Compression ratio ..... 9.4:1

Horsepower/rpm (measured) ..... 44.1 @ x 8000 rpm  
 Torque/rpm (measured) ..... 34.0 @ x 6500 rpm  
 Carburetion ..... Mikuni VM38 flat slide  
 Exhaust ..... Twin exhaust into single aluminum SuperTrapp spark arrestor  
 Ignition ..... CDI  
 Lubrication ..... Dry sump, oil in frame, 2.6 qt. capacity  
 Air filtration ..... Oiled gauze element

#### DRIVE TRAIN

Transmission ..... Five-speed  
 Primary drive ..... 2.375:1 (gear)  
 Final drive ..... 3.200:1 (15/48)  
 Gear ratios (internal) ..... 1st 2.650:1  
 2nd 1.820:1  
 3rd 1.400:1  
 4th 1.118:1  
 5th 0.913:1

#### CHASSIS

Frame ..... Chrome-moly, double downtube  
 Rake/trail ..... 27.0°/4.1 in.  
 Front suspension ..... White Power upside-down fork, 11.8 in. travel (claimed)  
 Rear Suspension ..... White Power piggyback reservoir shock, seven-position adjustable compression damping, 11-position adjustable rebound damping, infinitely variable preload, 12.6 in. travel (claimed)  
 Brakes ..... Front—Brembo single-piston caliper disc with full-floating rotor  
 Rear—Double-leading shoe drum  
 Wheels ..... Front—1.60-21 Nordisk  
 Rear—2.15-18 Nordisk  
 Tires ..... Front—3.00-21 Metzeler Motocross  
 Rear—4.50-18 Metzeler Multicross

#### MEASUREMENTS

Weight (wet, no fuel) ..... 252 lb.

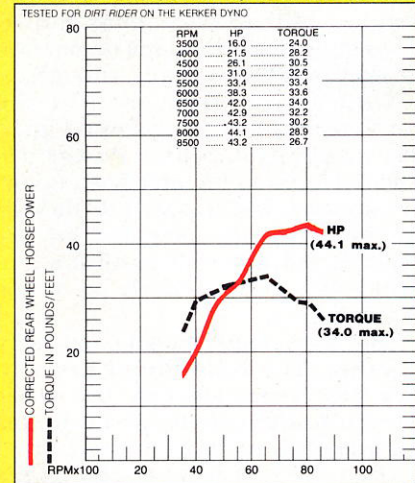
Weight (wet, tank full) ..... 271 lb.  
 Weight distribution ..... 119/133 lb. (48/52%)(Fr/r, wet, no fuel)  
 Weight distribution ..... 128/143 lb. (49/51%)(Fr/r, wet, tank full)  
 Wheelbase ..... 59.0 in.  
 Fuel capacity ..... 2.8 gal.  
 Reserve capacity ..... No reserve  
 Sound test ..... 104 dbA with SuperTrapp  
 Ground clearance ..... 12.0 in.  
 Seat height ..... 36.0 in.  
 Swingarm length ..... 23.5 in.  
 Swingarm pivot to center of countershaft ..... 3.0 in.

#### PARTS/COST

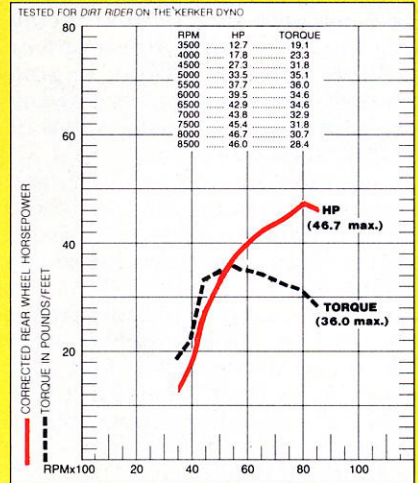
Maintenance manual ..... \$19.00  
 Carburetor jets ..... Main jet—\$2.45  
 Pilot jet—\$3.25  
 Needle jet—\$6.00  
 Needle—\$4.00  
 Sprockets ..... Front—\$19.50  
 Rear—\$30.50  
 Handlebar levers ..... \$15.50  
 Shift lever ..... \$18.00  
 Piston kit (complete) ..... \$160.00  
 Rings only ..... \$29.00  
 Cylinder ..... NA  
 Head ..... NA  
 Clutch plates ..... Friction (7)—\$9.00 ea.  
 Steel (6)—\$6.00 ea.  
 Air filter ..... \$15.50  
 Brake shoes ..... Front—\$13.50 (set)  
 Rear—\$15.50 ea.  
 Chain ..... \$84.00  
 Seat ..... \$94.50  
 Fenders ..... Front—\$17.00  
 Rear—\$18.50  
 Fuel tank ..... \$120.55  
 Cables ..... Throttle—\$9.50  
 Clutch—\$14.00  
 Front brake (hose)—\$49.75

OPTIONS  
 Skid plate ..... \$55.00  
 Sidestand ..... \$39.00  
 High performance cam ..... \$90.00  
 Megaphone ..... \$125.00  
 Rear spring ..... \$59.00

#### ENGINE HORSEPOWER/TORQUE W/ SUPERTRAPP MUFFLER



#### ENGINE HORSEPOWER/TORQUE W/ MEGALLOY MUFFLER



## REDLINE REPORT

In the ATK 560—at least in the models with the optional racing cam like ours—you'll find the most powerful thumper engine available to the public as a completed off-road motorcycle. The Husqvarna 510TX, with its 38-plus horsepower, held the title of "most powerful thumper" for exactly one month. But with roughly eight more ponies, the ATK establishes a new high with an almost ridiculous lead over second place.

While the Husky is a 500, when the ATK has a spark arrestor on it—as the 510 does stock—the difference between the two is only six horsepower. As you can see from the dyno charts, the baffled Megalloy exhaust makes about two more horsepower than the same exhaust with a competition Supertrapp on it, but the Supertrapp runs much better down low. None of our testers thought the extra noise was worth two horsepower, however.

With either pipe, the engine is mighty impressive.

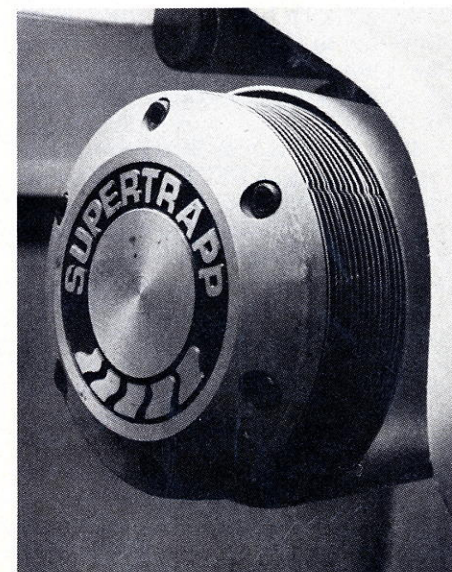
duro (ATK is working on a lighting kit) this year. A closer ratio gearbox is fitted, but first gear is still a crawler, and there are plenty of nicely spaced cogs in the gearbox. Top speed is adequate for all humans as well.

How about the engine? Great. Even die-hard two-stroke riders got along with the 560. There seemed to be plenty of power for any situation, though the power could be better down low for trail work (the stock cam would provide that). We tried the bike with the Megalloy, a slightly baffled megaphone, and the competition aluminum Supertrapp. None of our test riders would go more than two laps with the meg. "Too loud. Put the other pipe on," was the universal post-ride announcement. With the megaphone, the 560 gains roughly two horsepower at high rpm, but it loses a considerable amount of horsepower up to 4000 rpm. You must ride with the clutch more, and controlling wheelspin becomes difficult.

Even our pro rider thought the bike was faster around a track with the quieter pipe. We strongly recommend keeping the Supertrapp.

Basically, the ATK is the best package four-stroke commercially available, and two of our test riders picked the ATK as the best Open class motocrosser of the year—better than any of the current crop of two-strokes. We are thoroughly impressed. The price is high, but you are buying a bike built to order. You get the shock and fork setup you want and need and top quality controls. Once you get your ATK, there's no need to spend money for any accessories.

We feel the ATK is worth what they're asking. **DR**



SuperTrapp silencer is a big improvement in the "livability."

PHOTO: MIKE GASPAR



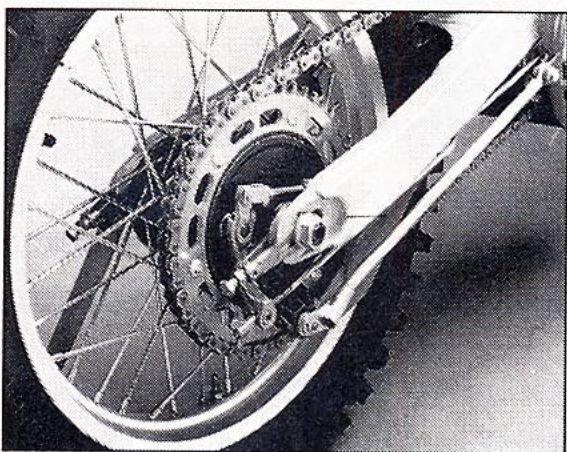


PHOTO: KAREL KRAMER

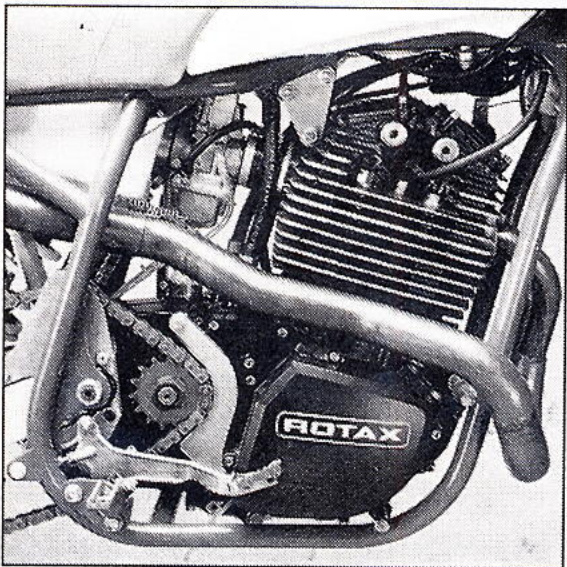
## TECHNICALLY SPEAKING

**A**ctual specifications for the ATK 560 can differ. Each bike is built to order, with damping and spring rates dialed to the rider's ability and weight.

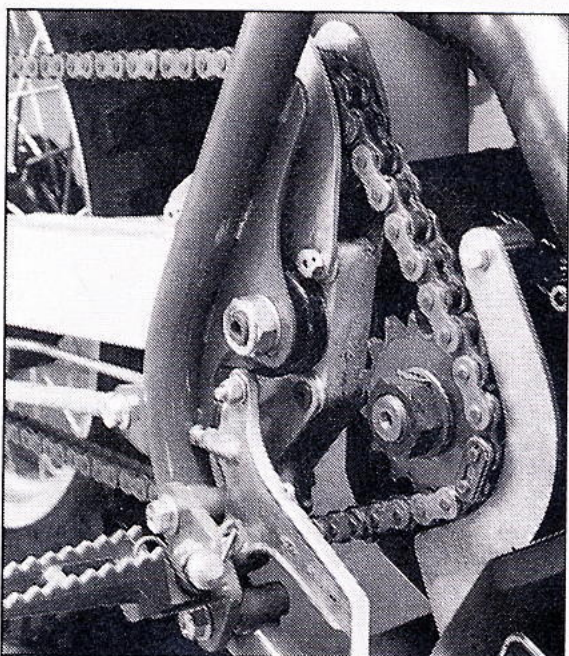
Most of the bikes are sold with the White Power 4054 upside-down fork, though the fork is personalized for rider weight, and all the bikes come with a White Power Super Adjuster rear shock. KTM axles and hardware fasten the KTM front and rear wheel assemblies to the fork and the built-up aluminum swingarm. The swingarm and frame are fabricated at an ATK factory in Austria, unlike those components on last year's machine which were made in America. A



Rear brake is average, but wheel was strong. All hardware stayed tight.



Brake pedal is a KTM item. Header pipes are bent by Jardine, assembled by ATK.

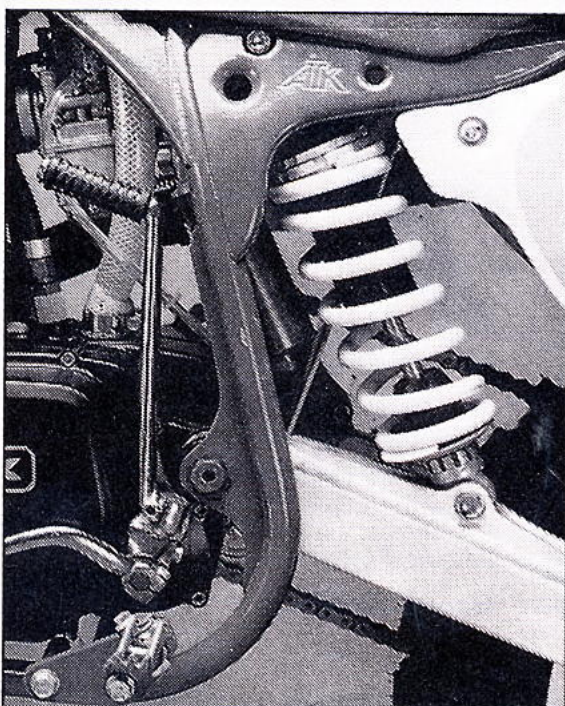


What would an ATK be without an A-TraK?

Yamaha swingarm pivot bolt keeps the swingarm and frame in a state of togetherness.

Other Yamaha parts include the seat and gas tank from a YZ490. KTM items are found in the controls, footpegs and mounts.

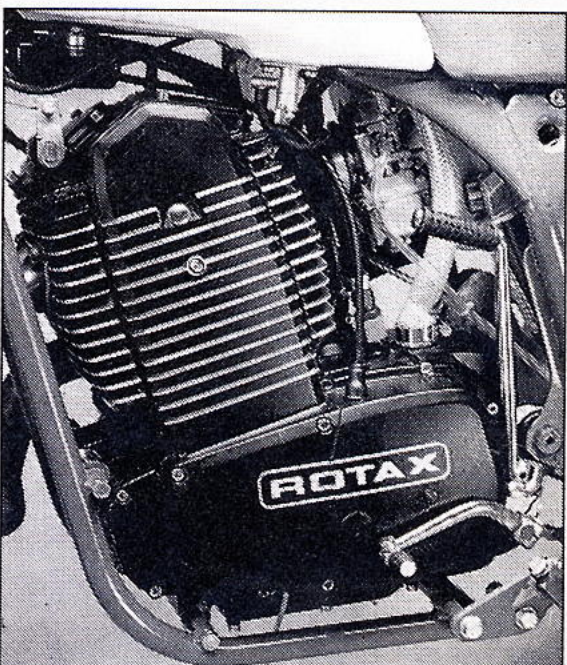
This year, the 562cc four-stroke engine comes from Rotax with slightly different internal gear ratios for first and second. Two cams are now available, but the majority of the bikes are sold with the milder cam. Two carburetors are also available, but our bike came with a Mikuni VM38 flat slide, the carb ATK recommends for most buyers. Unlike many of the Mikuni flat-slides, the ATK-issue carb has an idle adjustment.



Single shock rear suspension sans linkage is unusual, but it works well.



PHOTOS: MIKE GASPAR



Potent Austrian engine was dependable but weeped oil in a few places.

Any Metzeler tire combo can be specified by the buyer, but the majority of the bikes are sold with a regular Metzeler Motocross in the front and a 4.50-18 Multicross in the rear. The rear double-leading shoe brake is the same as last year's, and the same as the KTMs we tested this year, but the front is now a Brembo floating stainless steel disc.

A K&N oiled gauze air filter element is used again this year, but the semi-baffled megaphone is now a \$125 option and, thankfully, an aluminum competition model four-inch Supertrapp is standard.

The ATK is spartan—no extraneous parts. But the parts needed to get the job done are there.



ATK set up the best White Power fork we've tested. Braking was average.



# OPINIONS

The ATK 560 is certainly an impressive bike to ride. Last year, I said it was one of my favorite four-strokes, and this year I'm even more enthusiastic about the bike. The 560's horsepower is impressive. It makes the animal Husqvarna 510 seem anemic. But it isn't. The Husky was the horsepower champ last month, a title that the ATK has easily wrested from the 510's grip. The ATK deserves accolades.

There are still a few minor problems that need attention, though. The front disc brake was supposed to end the 560's brake problems, but it leaked on us and made the bike hard to ride—not the kind of mishap you'd expect on a motorcycle that sells for over \$4000. Still, I would have to say that this bike is worth it. It's the best handling, most comfortable four-stroke I've ever ridden.

—Bob Carpenter

Age/Ht./Wt.: 25/5'9"/190 lb.

Motorcycle(s) currently raced/ridden:

Honda XR350R, Kawasaki KL600B1  
Riding ability: Expert

Never has a four-stroke engine left me as impressed with its sheer power output as this ATK. I never felt at a horsepower disadvantage when competing against two-strokes. For motocross, I found the chassis willing and able to compete with excellent steering and suspension. You simply don't feel the weight of the ATK once it gets moving on an outdoor track. Peaked supercross-style jumps show where the ATK's weight is hidden, though.

I was less than impressed with the starting on our bike, and I also found it a little small for my height.

After Chris Crandall's recent desert wins, I was as ready to be impressed by the bike's trail manners as I was with its on-track performance. Unfortunately, with the suspension dialed for Warren Reid at Carlsbad, the trail performance was

*The extremely light weight for a four-stroke made antics like this possible.*



PHOTOS: KAREL KRAMER



PHOTOS: KAREL KRAMER

not that inspiring. The suspension gave a buckboard ride at moderate trail speeds, and the fork deflected on rocks. The rear suspension is very harsh for sit-down riding.

ATK custom builds a bike to your weight and riding style, so we asked ATK to put production suspension parts on our bike. They did, and we were pleased with every aspect of the suspension's performance. However, considering the bike only as a race bike, I would say that it is my favorite Open class motocrosser of the year—period.

—Karel Kramer

Age/Ht./Wt.: 30/6'1"/180 lb.

Motorcycle(s) currently raced/ridden:

Husqvarna 510TX, Yamaha YZ250N  
Riding ability: Intermediate motocrosser

I've never thought a four-stroke could be competitive with two-strokes. The ATK 560 makes me think twice, though. Last year, I wasn't impressed. But this year, I think the ATK has made a giant leap forward. Although the powerband has a flat spot on the very bottom, the bike pulls very hard everywhere else. It's the best four-stroke engine I've ever ridden.

The suspension is excellent, too, though it was set up somewhat stiff for me. The chassis handles great. The front end sticks in turns and makes inside lines a piece of cake. The clutch is a little hard to pull, though, and the shifting is sloppy with a long throw, a combination that makes quick shifts a thinking game; you can't speed shift.

This year I didn't expect so much from the ATK 560, but it surprised me. I like surprises.

—John Drury

Age/Ht./Wt.: 24/5'10"/135 lb.

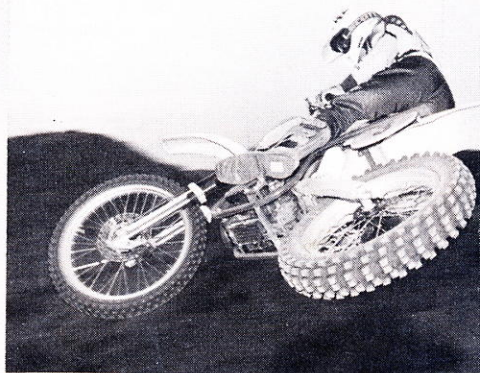
Motorcycle(s) currently raced/ridden:

Kawasaki KX125D1, Suzuki RM250F  
Riding ability: Junior pro motocrosser

*During this jump following the curve of a hill, Tony felt the weight.*



*Even with no run, the ATK took obstacles in stride.*



*Repeated tabletop jumps didn't bother the suspension or loosen the spokes.*