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## HONDA ATC 200X AUTOMATIC

### IT CAN BE DONE WITH THE RIGHT COMBINATION OF PARTS

Ever since Honda released the trick ATC 200X, many of us have wondered if it was possible to install an automatic clutch and/or rope starter. There are many who love the way the 200X handles and runs, but they sure don't like working a manual clutch or kick starter. Why couldn't Honda manufacture a 200S type of ATC with rear suspension and automatic? Well they could, but as far as we know they aren't planning to. However, we have figured out how you can have one anyway!

The other day we were comparing the ATC 200S to the ATC 200X and noticed their many similarities in engine mounting and wiring. The idea hit us; while

the 200X cases are not large enough to fit an automatic clutch, why not use an automatic lower end or complete engine and install it in the 200X? We were so certain that the engines would interchange that we immediately went to work!

What we did was remove the engine from our Project 200S, take the engine out of an ATC 200X and install the "S" engine into the "X" frame. Believe it or not the engine BOLTED RIGHT IN! Yes, you read that right, the mounts are the same! With this information there are several different ways to go to get an automatic 200X.

This is the way we'd suggest you do it. Find a running ATC 185 or ATC 200

engine and use it completely. In this case, the engine bolts right in and then all you have to do is select either a stock or aftermarket 200X exhaust system and a stock or aftermarket 200X intake manifold and carb. The "S" intake manifold has the wrong angle of the dangle so the "X" style must be used.

The next order of business is the wiring. If you use the "S" lower end, the wiring will be slightly different. The "S" has three wires coming out of the stator; yellow, green and black/red. The yellow hooks to the yellow on the "X", and the black/red connects to the black/red of the "X" (both wires will be too short and you will have to lengthen them). The green wire was grounded to

the engine case.

The other two wires are from the CDI unit. These two wires, green and blue, match up to the "X" perfectly and if they are just slightly short, you should be able to cut the tape back on the main "X" wiring loom to get a little more length.

There is a problem using the stock "S" stator. Its output is less than that of the 200X and it will not power the 55 watt headlight bright enough. You can use either a higher output stator as from Richard Ramsey or Dean Sundahl, or use a 200X lighting coil.

The most work involved in the swap is the pedals. The stock "S" shifter will work, but is too long. You end up shifting with your toe instead of with your foot. We shortened it 1 1/4-in. and rewelded it back into place. The "S" shift-shaft is also slightly too long and will hit the 200X foot pegs. We simply spaced the foot peg assembly out about 1/8-in. with washers and that solved the problem.

The big job is the rear brake lever. The 200X mounts its brake lever off the engine case while the "S" uses the frame. The solution we came up with was to fabricate a new unit using the "S" pedal as the starting point. The 200X brake rocker arm was trimmed and the "S" pedal was welded *directly* to it. It then needed to be cut, rotated and lowered to work. A note of caution; when welding the pedal to the rocker arm, first remove the seals or you will damage them and second, make sure you leave enough room for the return spring to fit, otherwise the pedal will stick!

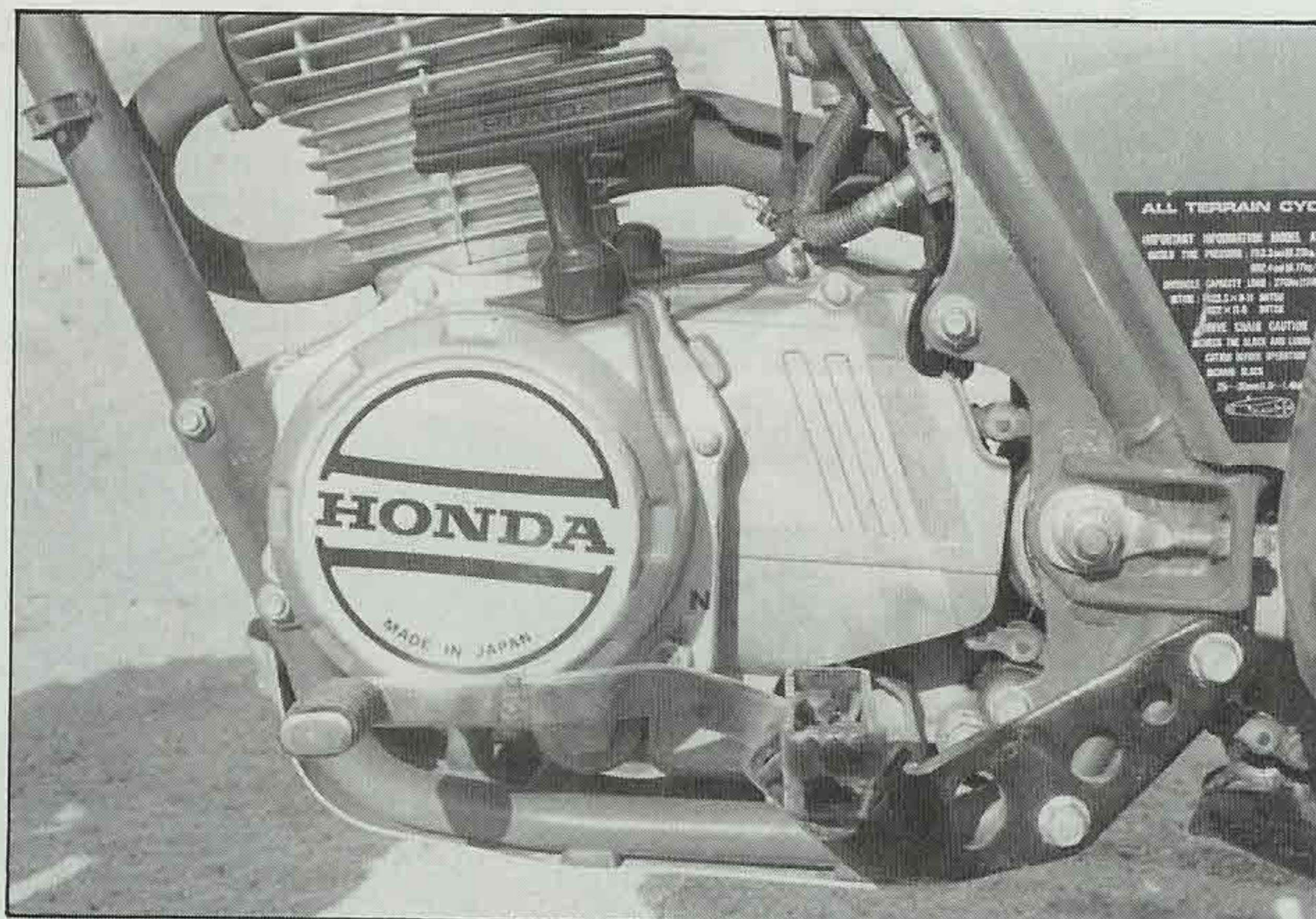
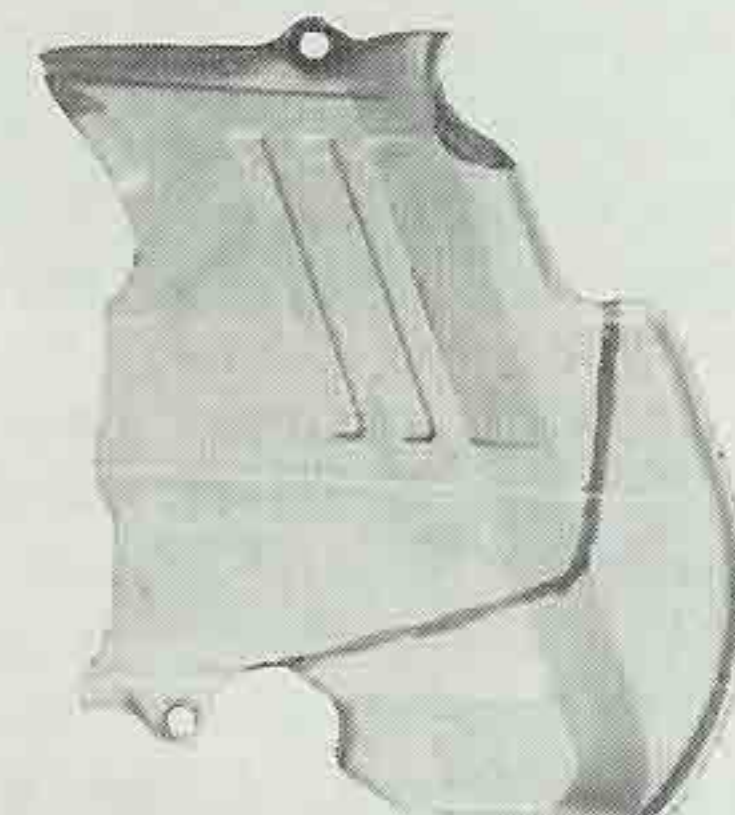
The next area of concern was the counter gear and side cover. The "S" side cover will have to be trimmed to clear and since the "X" side cover will not bolt up to the "S" case, you can use it for a template for your cut. We used a bandsaw and with a few quick cuts, the side cover cleared the frame. The counter sprockets are different depending on the engine you selected. The stock 200X uses a 12 tooth drive gear for a 12/42 ratio. Many 185/200S engines use an 11 tooth gear. To get the proper performance, you will have to select the right gear depending on the amount of horsepower you have. Since our engine is a modified 200S with more power, we used a 12 tooth gear with our stock tires.

Once the chain is hooked up, adjusted and the gas turned on, the engine should start right up. Since you no longer have a clutch, we suggest removing the clutch lever and cable assembly (you will lose your parking brake, however). It may seem a little strange at first, but you'll get use to idling along without working the clutch!

Just about the same time we finished our project, we received a letter from a



TOP LEFT, with a little bit of rub-off lettering and you have an instant custom logo! LOWER LEFT, finished, painted 200S/200X pedal works great! BELOW, marked side cover shows simple mod for fit. CENTER, photo shows cut side cover and 1 1/4-in. shorter shifter. BOTTOM, a close look at the hand built pedal.



reader who did the conversion a little differently. The way he did it was to use the 18S bottom end and installed the 200X cylinder, piston, head, etc. This way, the power will be the same and by painting the "S" case flat black, it will match perfectly and look very factory! His brake pedal was also a little different but ended up about the same.

If you presently own a 200X and are

interested in doing the automatic switch you can do it many ways. Look into buying a wrecked 185 or 200 and only use the bottom end and sell the rest. Or, trade someone the "X" engine for the "S" engine and some money. Or find a shop with a 185/200 engine and piece one together. If you use your imagination, you might be able to get into an automatic fairly cheap! ●