

PINGING & DETONATION GOT YOU DOWN?

HONDA CR500R SALVAGE JOB

*Klemm Research & Bing carbs
gun down the blues*

By the Staff of DB



No doubt about it, the Honda CR500R is an intimidating motorcycle. A confused engine puts out violent power that is unmanageable, making it tough to ride fast in stock trim. It blubbers off the bottom, hits the mid-range with a rasp, then suddenly leaps into a frantic charge that overpowers the rider with savage intensity. Then, rather abruptly, it signs off, forcing the rider to short-shift to stay in the heat of the erratic flurry.

Compounding the intense onslaught of power is a mid-range detonation that's alarming. Get in sand, and the engine hammers and pings like it's ready to blow. It's not easy to ride this way. In fact, it's not fun either.

There are a handful of homespun cures going around. Different carbs, jetting changes and adding another head gasket are just a few.

HEAD MODS

We turned to the folks at Klemm Research, who claimed they could remove the detonation, make it easier to start, and tone down the violent power delivery by simply modifying the stock head. We quickly tore off the offending lid and shipped it to the Klemm folks.

They reshaped and machined the existing dome in the head. The squish area was altered, as was the compression. As we bolted the modified head back on, a new head gasket was thrown on for good measure. Klemm suggests this. They also feel that the stock jetting hits the mark with the new head, with the exception of the pilot jet. Change that from a 68 to a 65. Also, Klemm recommends using fuel with an octane rating between 95 to 110.

While the starting was better, it still was not easy. The strange location of the kick lever and the positioning are to blame. Yes, the wild pitch power delivery got toned down, making it easier to ride. The majority of the clout can still be felt off the bottom and into the mid-range. Deep sand and high speeds no longer mean instant detonation. In fact, we couldn't get a ping or a bang any time.

Our only complaint now rests in a minor power loss and the meek top-end hit of the

CR. It still has to be shifted early, much sooner than we like. Our next step was carburetion.

TYPE 55 BING TIME

We decided to use what's been working for us, so a Type 55 Bing 40mm carb was chosen. The Bing people claimed they'd been testing the mixer in conjunction with the head mod with excellent results. Some machining was needed on the carb before it would fit into the tight confines of the CR. Still, they claimed a major gain in revs would be readily felt.

With the carb you'll need a throttle and cable. A new 314 Magura throttle with a Terry cable fit our needs perfectly. Next, fitting the huge Bing into the stock manifold and airboot wasn't easy. The unit snugs in, barely, with no excess room.

Starting still proved to be awkward, but not impossible. One lap on the revived CR was an eye-opener. The former dazed and confused Honda was now an Open class monster. Power built off the bottom and climbed to a staggering top-end hit. We

With a simple head mod and a carb change we took the confused CR500 from unmanageable to awesome. The power delivery starts from ground zero and revs with authority to the moon.

can't tell you the exact gains, but they were better than awesome.

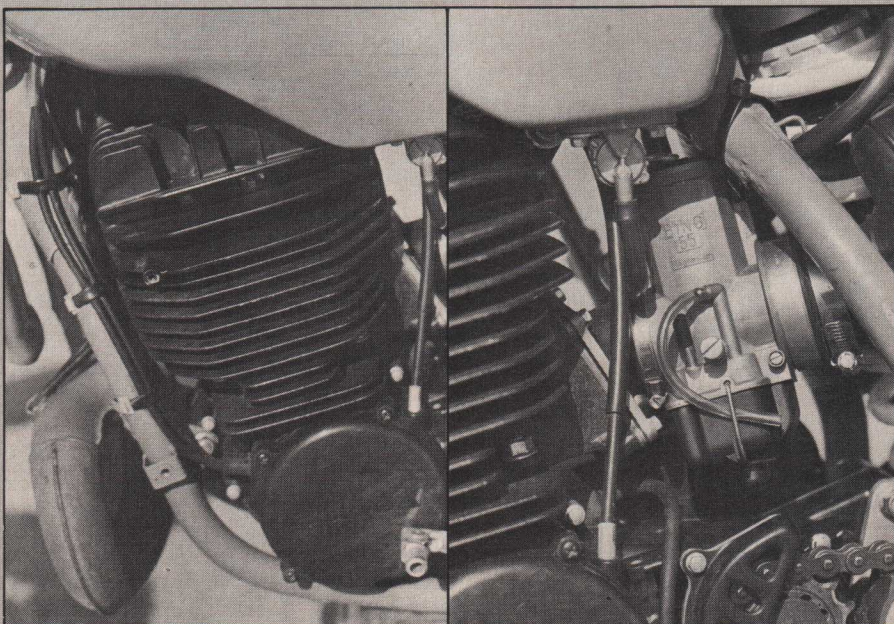
At no time are you at a loss for available punch. Now it revs out like a crazed 125, with a low end and mid-range that border on insanity. Fact is, our modified CR500 turned out to be one of the fastest, strongest Open motocrossers we've ever ridden!

Remember, the evolution of the CR500 is a two-step, bolt-on operation: the head mods and a Type 55 Bing. No doubt about it, Magoo would love it!

WHERE TO GET IT AND WHAT IT COSTS

Honda CR500R head modification—\$75. Klemm Research, 2761 E. Regal Park, Anaheim, CA 92806; (714)630-9420.

40mm Type 55 Bing carburetor, machined and jetted plus cable—\$185. R.G. Cycles, 16868 Stagg St., Van Nuys, CA 91406; (818)782-5857. □



As far as looks, the Klemm head appears no different. As for performance, it ends the detonation and makes for easier jetting. You'll experience a slight loss of horsepower once the Klemm head is installed. We countered by putting on a 40mm Type 55 Bing. It's a tight fit, but the power gains border on insanity.