

HOPPING UP THE CR125R

AFTERBURNERS FOR THE LITTLE RED ROCKET

And now for the nice part: It'll work on any other color rocket, too!

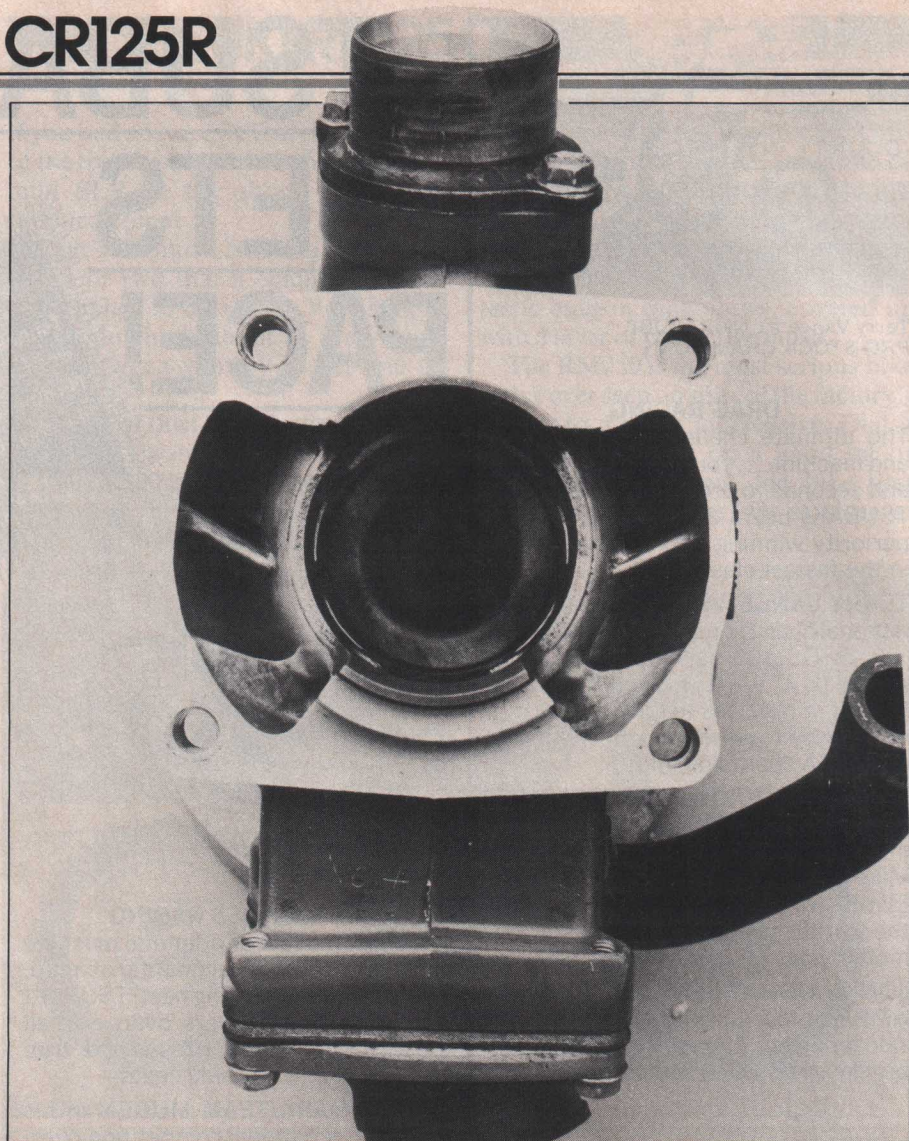
By the Staff of Dirt Bike

When we tested the CR125R last month, our only major complaint with the bike was the radical powerband. The stock CR made very little midrange torque, and as a result we had to shift constantly, screaming the engine, in order to get from turn to turn in the shortest amount of time. We stated that the powerband might be okay for an Expert-rated racer, but most Novices were going to need more midrange to be happy with the bike.

Naturally, as soon as the test was finished, we decided to try and find more power for the little CR. As luck would have it, Eyvind Boyesen, of Boyesen Reed fame, heard about our plight and asked for a chance to look at the barrel, let us know if there was any major problem inside, and then offer suggestions to correct them. Now, Mr. Boyesen has been inside more engines than we've been in sleazy bars, so we immediately jumped at the chance, sent him off the barrel.

Not being an optimistic bunch, we expected the worst. We were fully prepared to find out that every port was in the wrong position, cut in the wrong direction, thus requiring major welding, reshaping and grinding until the stock barrel was a mere shadow of its former self. We lived in fear of receiving the news that only a five- or six-hundred dollar porting job would salvage the kind of power we wanted; that we'd have to tell our readers there was no way to do it cheaply—which would put curing the problem out of reach of nearly everyone who really needed it.

Well, we're happy to report that we were wrong. The main problem with the CR125 is a common problem with many bikes: mismatched transfer ports and bad alignment of the steel cylinder liner. Also, in the case of the CR, the



surface of the transfer ports was cobby and needed to be cleaned up and polished.

Not a very difficult problem to handle at all, and rather inexpensive considering the results we obtained with our cylinder. The job must be done on a flow-bench, and much as we hate to give bald-faced plugs to our own staff contributors, the hot place to have this done is at Krause Racing, at 305 East North Avenue, Northlake, Illinois 60164. Phone: (312)344-2233.

The main man on the flow-bench is Eric Gorr, and for \$100 your cylinder will get the "Flow Test and Equalize" treatment, which will bring out all the stock potential your engine has to offer. He also offers a total package for \$150; for that price you get practically every ounce of power you can reasonably expect from your engine.

How much of a difference you can expect depends on just how far off your cylinder is in the first place. On our CR125R, the difference was amazing. Where we used to have to drop

down two gears and fan the clutch to pull out of a corner properly, we now needed only one downshift, and let the engine lug out of the turn. We've experienced an increase in available power throughout the rev range—there are no flat spots or surges in the powerband now, and as a result the CR is about 200-percent easier to ride. It's also lots faster. If this was stock porting on the cylinder, the Honda would win our 125 shootout, hands down. To put it as simply as possible, this flow-ported CR125 is the fastest 125 motocrosser we've ridden in about three years—it'll eat any other 125 alive.

Now for the good part. You don't have to spend your time eating the roost of every CR125 owner who takes advantage of the benefits of flow-bench porting. Every bike can be improved in the same way; not a radical increase on one end of the scale, but more and better power throughout the range. Give Eric a call if you're interested. You won't be sorry if you do. □