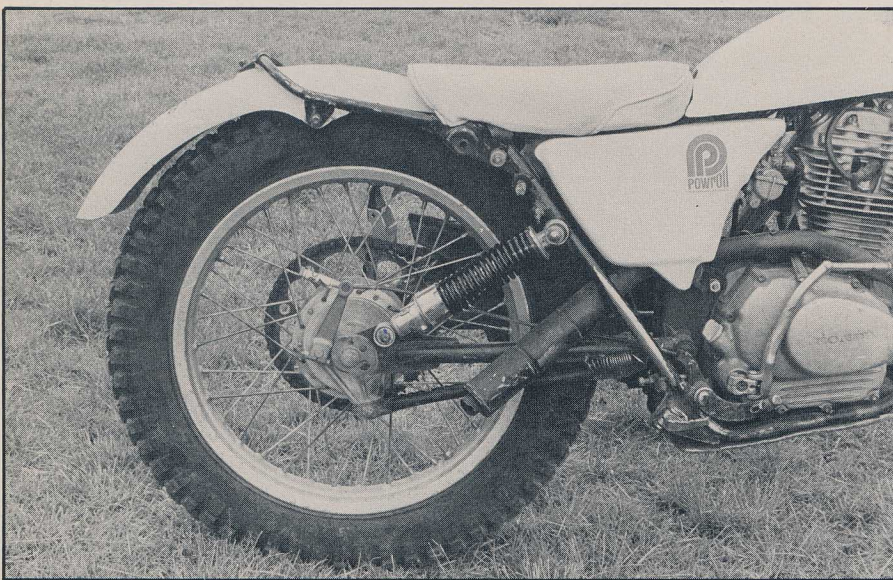


Thumper grunt for the TL 125

POWROLL PLONKER

by Len Weed



So here we are at the Northern California round of the National Trials Series. Heading toward section one. It doesn't look as menacing as some of the traps, but nobody cleaned it on the first loop. A narrow line over small rocks, then a sharp turn up the side of the bowling ball boulder-strewn slope.

Applause. Somebody must have

made it. First clean of the day. Jay Terry. Check out the bike he's riding. Why, it's a TL125 Honda, more or less. Beat the Sherpas and the Cotas and the 300cc factory Hondas to the punch.

On over to section six, the hillclimb. Dabs don't count, just make it to the top. "Say, who cleaned this hill first time 'round?"

"Schreiber did, and Whaley on that new Honda and the Powroll bike."

Take a ride on Terry's bike after the trials. Sure has a lot more power than the stocker. No hesitation either, just torque. Nice suspension.

Powroll specializes in hop kits for four-strokes. They have two kits for the TL125. The Play Bike Kit, 150cc which retails for \$405; and the 175cc Serious Trials Kit (in Terry's bike), which retails for \$320. Why does the Play Bike Kit cost more? It includes flow-tested head porting, a larger carb and a pipe, that's why. Powroll also offers other alternatives, including bore kits and stroke assemblies.

One recommendation if you go to a big bore kit for the TL125: use the spring that holds the right footpeg out of the way so you can get a full swing when kickstarting. The primary kickstarting gears are built for 125cc, not the larger more powerful displacement.

Here's the master plan for turning your TL125 into a Jay Terry Replica.

The shocks are laid down at a 33-degree angle, measured with the shocks fully extended. Stock Suzuki TM125 shocks with 75-pound straight-wound springs.

Fork damping rods from the CR125 Elsinore give approximately one and a half inches of additional travel. Stiffer SL125 fork springs from Webco are used.

Two-ply tires. English Dunlops for dry terrain, the new Pirellis for mud.

Chain-Tite chain tensioner.

Thirteen teeth on the countershaft sprocket. Standard rear sprocket.

Rubber padding inserted between the engine and frame in the skid plate area.

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