

Crotch Rocket Factory

mini cooker

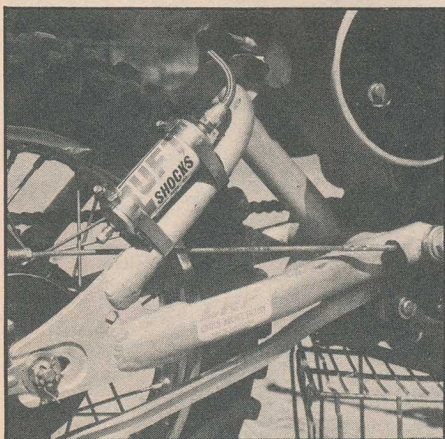
BY N. M. DUSHAN

Minicycles are more popular now than ever, and interest is growing daily. So are the aftermarket goodies for the RM-80 and YZ-80.

One particular outfit has been dealing in minis for years now. Their philosophy is to sell things that work. If they had to buy one of everything and try it on the shop racers, that's what they did. As a result of all this testing they could choose the parts that worked best. If the best wasn't available, they would take the information gained from testing and build what was needed.

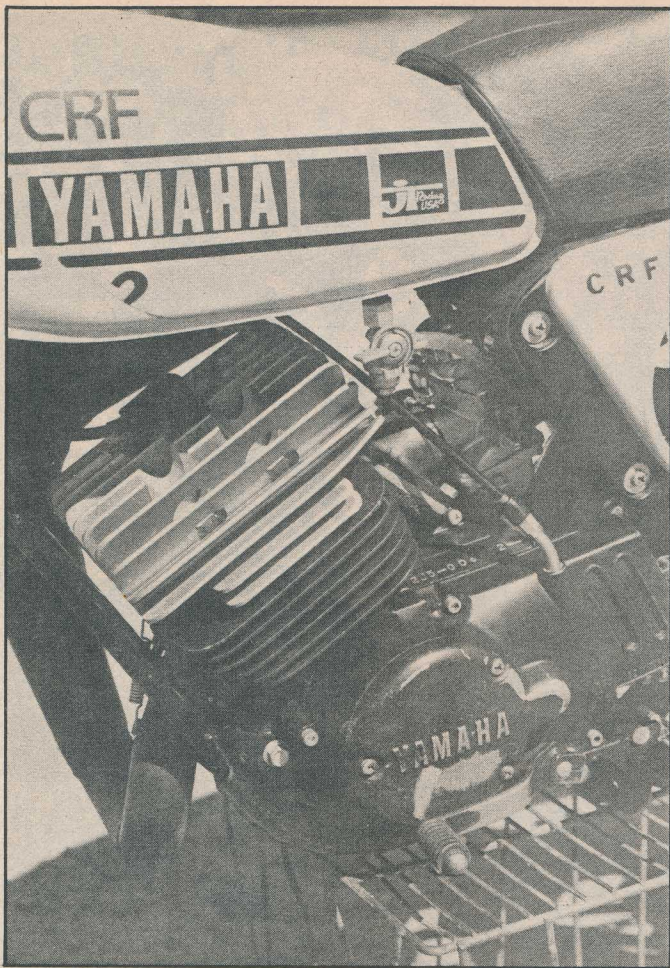
This company, Crotch Rocket Factory, has developed a very potent YZ-80E, and we managed to glom onto it for a performance review.

One of the major areas of change on the CRF 80 is the suspension. To provide an increase in travel and strength, an aluminum swingarm is installed. A product of much of the aforementioned testing, this design incorporates strategically gusseted extruded aluminum tubing that is heat treated and stress re-

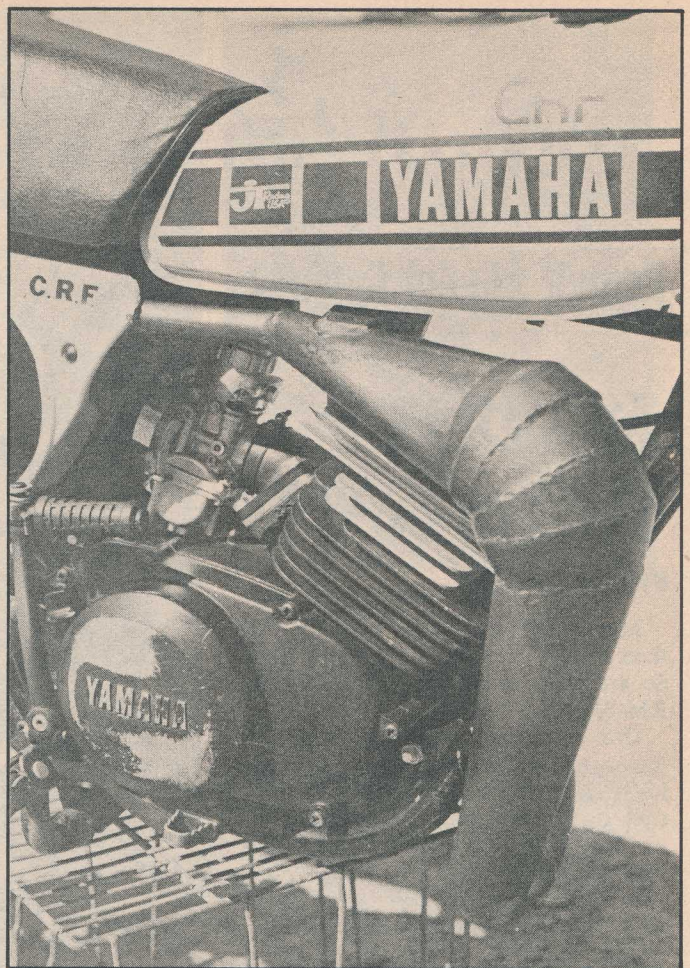


Well-designed and constructed swingarm is one of the strongest available for the YZ. It even has an 8-month warranty.

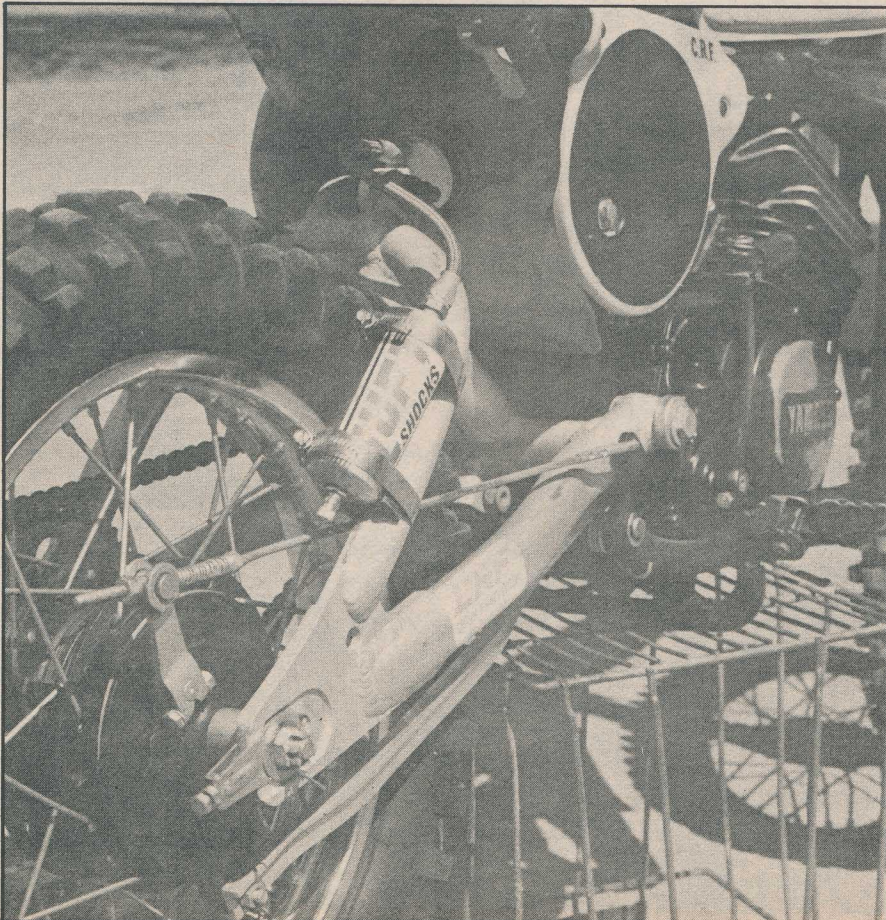




Radially finned head keeps the lid and temp down on this pressure cooker.



Each pipe is built with the rider's style and skill level in mind.



lieved. Testing has indicated that the arm is very strong. Consequently, it is one of the few arms offered by swing-arm builders that is guaranteed (8 months).

Hooked up to the swingarm is a Luft Shock with remote reservoir. Combined with the swingarm, the shock nets 7 in. of rear wheel travel. Damping and spring rates on this well-constructed, rebuildable shock are excellent. The reservoir, mounted to the swingarm by hose clamps, isolates the floating piston from the shock and helps keep heat down, so the shock won't fade.

Seven-inch leading-axle Betor forks, with the spring and damping dialed-in to each application by CRF, provide smooth action up front. CRF makes the Betors available with fork stops, backing plate arm and spacers, so that it's just a bolt-up operation.

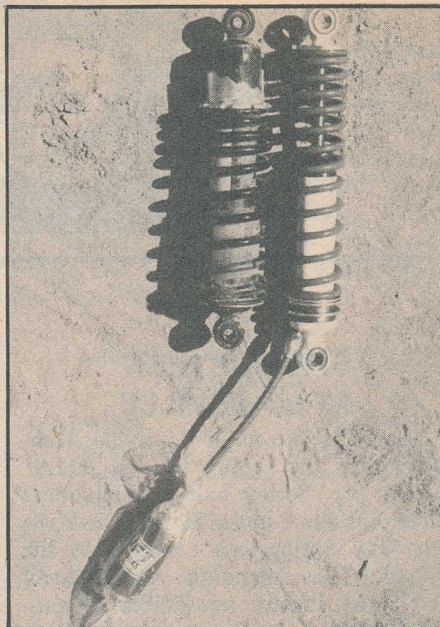
Eight gauge spokes lace up gold-anodized rims wrapped with IRC knobbies.

Crotch Rocket Factory front number plate with double, snagproof straps and lightweight fenders are added to give the bike a "factory" look. They are all lighter than the stock comp components.

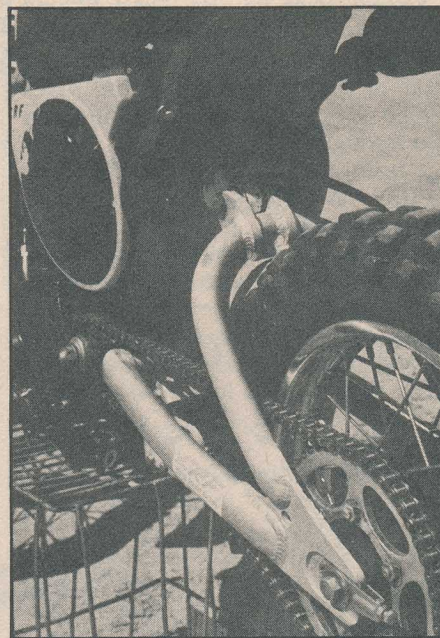
A special air box spacer is utilized that increases the area between the filter



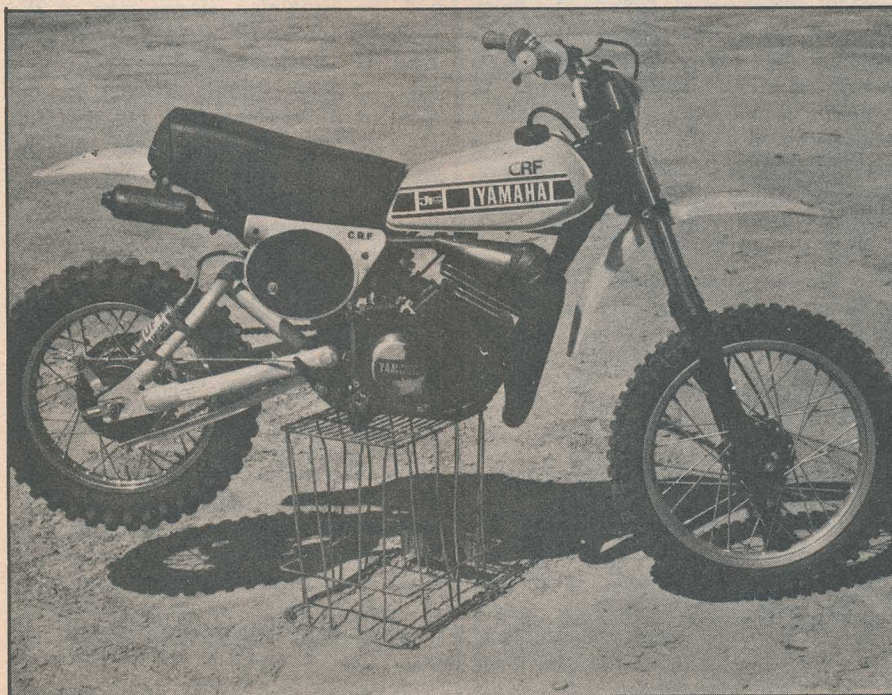
Jeff Stanford, one of the CRF team riders, does clickers for the camera.



Long-travel Betor forks come ready to bolt-on with no modifications after CRF tunes on them.



Remote reservoir Luft shock is longer and sprung differently than the stocker.



and the side cover. This enables the power plant to breathe better.

The engine is fed through a specially jetted 30mm Mikuni into a cleaned, matched and polished barrel. CRF doesn't feel that any more performance can be gained by changing the port configuration, so they don't.

CRF does, however, equip their racing 80s with a pipe that changes the powerband slightly to suit the rider's style and skill level.

More information and prices are available from:

CROTCH ROCKET FACTORY
 P.O. Box 2084
 Goleta, CA 93017
 (805) 968-1786