

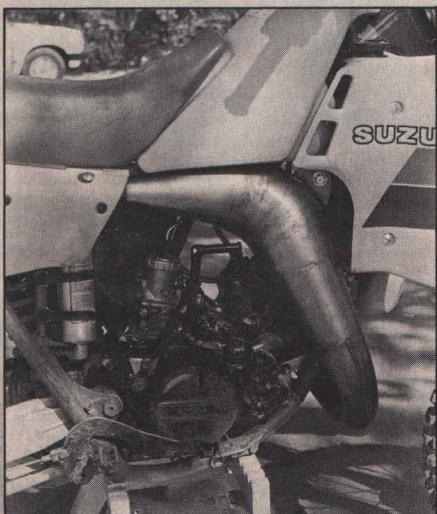
Trying to add power to a 125 seems to be a national pastime, but there's no doubt that if you can pull more power out of a small bike, you'll have an easier time staying on top of the results sheets. The usual route to more roost, for people who don't want to gamble on a porting job, is an accessory pipe and carb. We recently tried out a combination offered by FMF on our RM125 test bike to see if the "more power" claim really held up.

**THE SCIENTIFIC APPROACH**

Unless you're already sure of the results available, you should never make more than one change at a time on a bike, and that's the approach we took. FMF claimed that their kit was a total package for the RM, but first we tried out the pipe alone.

Being a prototype pipe, it didn't fit quite as easily as the stocker, but we didn't have to fabricate any brackets or pound clearance

*The pipe fits on tightly but doesn't require any major modifications. Shortening the throttle cable housing is a must for the carb, and you'll have to move the air-box temporarily to fit in.*



# FMF FACTORY RM125 KIT

*Heavy breathing on  
the Suzuki buzzer*

By the DIRT BIKE Staff

dents into the chamber. It did fit a little tight, but it lined up on all the stock mounting points. The stock silencer slipped on okay but sat slightly farther back on the stinger, making it necessary to open up the holes on the side panel to get it back on. Aside from this, there was no other mounting grief.

We didn't notice a whole lot of gain with the pipe alone. There seemed to be slightly smoother mid-range power, and maybe a little less on top. After passing the RM around to our testers for a half hour, we decided that the pipe alone offered no benefit to the stock RM, so we started mounting the carb.

It is a 36mm round-slide Mikuni. If it seems like a step backwards to be installing a round-slide in place of the flat-slide, don't give it a second thought. If a 4mm increase in bore size will help out, it doesn't matter what shape the slide takes.

Mounting it was a hassle. We had to

lengthen the cable in order to get the throttle to close all the way. We did this by cutting off a half inch of the housing (for those of you with dull side cutters, Terrycable can make up a cable to fit). With that out of the way, we tried to slip the carb in and couldn't get it past the airbox. It's a tight fit; you'll need to remove the airbox mounting screws and push it out of the way, but once the carb is in the manifold, the airbox will go back on with no problems.

The FMF jetting is perfect for sea level. The RM fired right up, and on the track we noticed a huge increase in mid-range and good, strong revving on the top end. The 125 was easier to ride, and it fairly leaped from corner to corner when we used the clutch.

Before we closed up shop, we installed the stock pipe one more time and tested it with the carb. In this configuration the jetting seemed slightly confused, and the mid part of the powerband became narrower and not quite as easy to control.

FMF was right—the two are a balanced package. We wouldn't recommend the pipe alone, and although the carb will produce an increase on the stock bike, it will lack the smoothness of the kit. Together they do a good job of pumping up the little Suzuki, and if you've found yourself losing hole-shots lately, they may be worth a closer look.

The price of the kit is \$199.50. The pipe alone goes for \$129.50, and the carb alone is \$90. For more information contact Don Emler's FMF, 1430 W. 259th St., Harbor City, CA 90710; (213)539-6884. □



*Although we did notice a slight gain with just the bigger carb installed, the best punch came from the FMF pipe-and-carb combination.*