



OPPOSITE PAGE:

Trask Mountain and Bad Rock Two Dayers had a bunch of near-stock MRs entered. Finisher percentage was high.

"Sure wish we could have held onto that MR175 longer."

"Yeah, me too. Didn't get to ride it as much as I wanted to."

"I'm thinkin' about buying one, either that or the Super Pioneer. Sure would be nice to take another ride on that MR175."

"How are we going to work this? We can't test it again two months later, can we?"

"Say, why don't we go riding with American Honda's enduro team. That way we'd have three of 'em to mess around on and we could find out how they set 'em up in case you wind up buying one. We could probably even do a story about it, to justify expending exorbitant sums entertaining the team on our expense account. Lessee, we could fly 'em to Tahoe for a golf weekend. Naahh, they'd probably rather ride on the weekend. How about all the beer they can drink?"

"Sounds good. Set it up."

When we last left the MR175 Elsinore we were digging on it, but figured it needed either some engine, transmission ratio or gearing changes to make it more competitive for the faster rider. Just fine stock as the "average" rider, but what about honkin' down the trail in a tough enduro or a Two Day Qualifier?

American Honda is sponsoring a

FACTORY FETTLIN'

Build your own Honda Enduro Team replica

HONDA MR-175 ELSINORE TRICK-UP

By Len Weed

DECEMBER 1975



Jay Tullis, with droopy goggles and a light front end.



Mike Adams.



Marv Munyon movin' on.

three-man enduro team here in Southern California's District 37. Add up the three number plates they carry for 1975, based on results of the '74 campaign, and you get 11. Number Two, Mike Adams; Number Three, Jay Tullis; and Number Six, Marv Munyon.

So we arranged to meet the guys and here's all the mod info we pried out of our brew-besotted guests.

JAY TULLIS' BIKE

Porting. Cleaning and matching with some additional mods. Secret stuff? Nope, Jay's willing to share it with the world. You can call Jay at home between the hours of three

and five a.m. and he'll be glad to fill you in on the hole changes. Or, better yet, why don't you save on the phone charges and just get the info right here. Fred Hayes at Mettco did the porting. Transfers and intake were raised one millimeter. Exhaust was raised 1½mm. Rear transfers were reshaped and redirected. They also took thirty-thousandths off the top of the barrel to raise the compression. Mettco is developing three different porting packages for varying rider requirements, loosely labeled trail, serious enduro and Two Day Qualifier (or desert).

Pipe. Bassani. Designed to work with the porting. It's available to the world at large. Approximately \$55.

Jay has a Bassani spark arrestor clamped on the end. That goes for \$16.50.

Bash plate. Graham's Sheet Metal. \$22.95.

Gearing. The stock 15/43 has been changed to 11/38. It tops out between 55 and 60. Jay's going to up it to 12 at the countershaft for some more top end. He also switched over to 520 sprockets and chain.

Transmission. Replaced the MR175 setup with the MT125 transmission. Reason? If you drop the gearing with the stock tranny first gets extremely low. The MT first is higher and the closer spread between the higher gears works better with the power range.

Carburetion. Sudco has a 32mm Mikuni for the MR175. Part number 32-33. The jetting in the carb as sold has worked out just fine. You might also be interested in their Mikuni Performance Manual. It goes for three dollars. You need to get a different rubber hose to fit between the carb and the air box. Mike found one that works. It's for a Yamaha something or other. He thought maybe it was an RT, but he wasn't sure. Just scrounged it from stuff lying around.

Brake pedal. Replaced stock item with alloy number off the CR125.

Case modification. Cut away enough of the case to expose the countershaft sprocket.

Rubber fork boots.

Gas filter.

Rear tire. Went up to a 4.10x18 Dunlop Sports Senior.

Bars. Inter-Am.

Tool bag. Malcolm Smith.

MIKE ADAMS' BIKE

Gearing. Right now 15/49, but he feels it's too low. First gear is just a waste of time, it's so low. Mike has the stock transmission.

Bars. Back to stock after experimenting with some accessory items.

Bash plate. Graham's Sheet Metal.

Hand grips. Donkey Richards.

Fork boots.

Carburetor. 32mm Mikuni.

Everything else on the bike is stock including the engine.

MARV MUNYON'S BIKE

Bash plate. Graham's.

Fork boots.

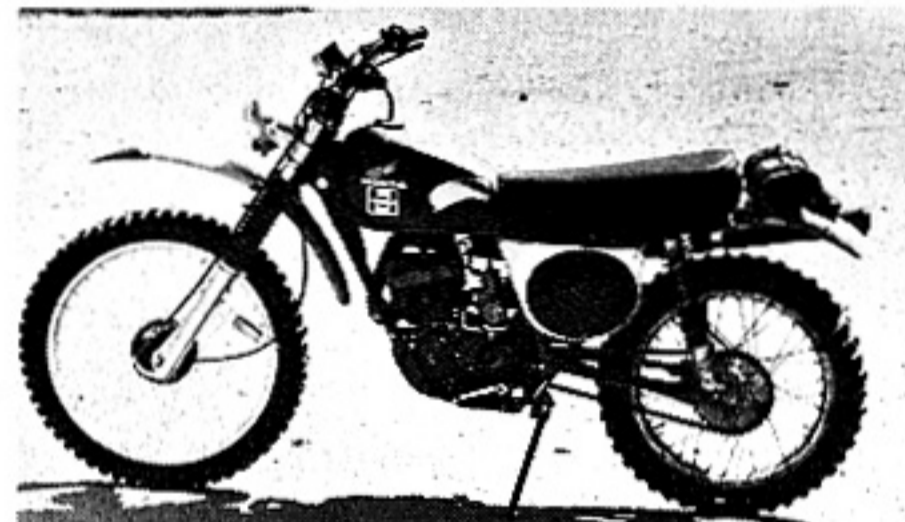
Case cutaway on left side to



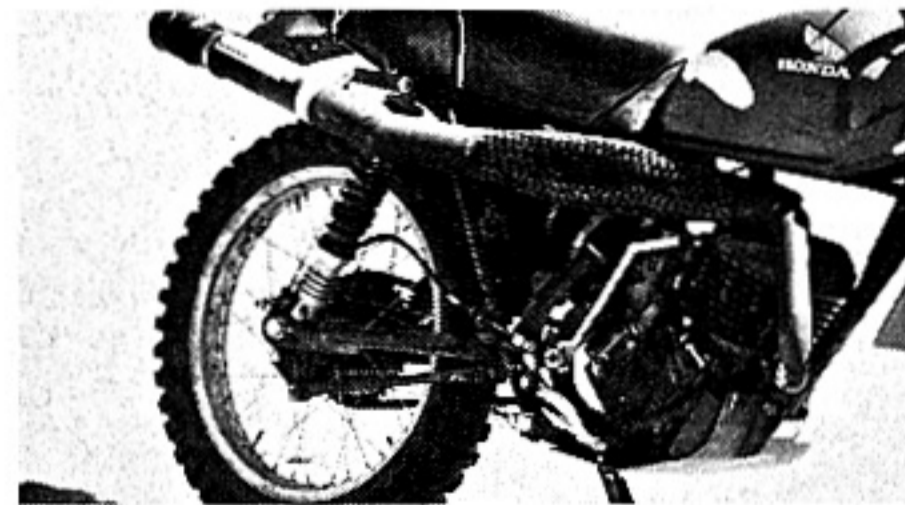
Marv, Mike and Jay strike serious pose for team photo.



This man has a serious personality and factory identification problem. Boots, jersey and drawers. Not shown is wing tattoo on his left cheek.



Build your own Jay Tullis Replica.



Unobstructed view of Bassani pipe and Graham bash plate.

expose countershaft.

Gearing. 15/50.

Transmission. MT125.

Foot pedal mods. Marv modified the stock shift lever and brake pedal to fold back (like Pentons) to protect against rock breakage. The fold-backers (Part No. 1029) are a Hi-Point accessory. See your local Penton dealer.

LITTLE JIM DANDY RATIO COMPARISON TABLE

MT125			MR175		
1st	2.36	(22.3)*	1st	3.00	(34.4)*
2nd	1.61	(15.2)	2nd	1.88	(21.6)
3rd	1.24	(11.7)	3rd	1.30	(14.9)
4th	1.00	(9.5)	4th	0.96	(11.0)
5th	0.81	(7.7)	5th	0.74	(8.5)

*Figures in parentheses are overall gearing: transmission ratio multiplied by primary and driven (gearing) ratio. Remember, the bigger the ratio, the lower the gearing.

Tullis*		Adams**		Munyon***	
1st	29.9	1st	39.2	1st	31.5
2nd	20.4	2nd	24.6	2nd	21.5
3rd	15.7	3rd	17.0	3rd	16.5
4th	12.7	4th	12.5	4th	13.3
5th	11.0	5th	9.7	5th	10.8

*Overall ratios, MT125 box and 12/38 gearing.

**Overall ratios, MR175 box and 15/49 gearing.

***Overall ratios, MT125 box and 15/50 gearing.

Five of us rode the three bikes. Chet, Len, Don, Zeal and Doug. What did we think? Chet liked Mike's best. Feels the stock porting is easier to ride when you get tired. The porting in Jay's bike does rob some low end. Nothing drastic, it just won't putt along at lower rpm like the stock bike.

Len leaned toward Jay's bike. Kept mumbling something about how the rumored XR175 four-stroke enduro ought to be really neat while chanting his favorite mantra: thump thump chuff thump thump. The stock bike wouldn't pull his 195 pounds in fifth and/or even fourth, but Jay's just climbed right up on the pipe and flew. First chance to feel the MR when it's flying. It feels very much like the CR125, which figures, since the chassis is similar and the suspension is the same.

Zeal picked Jay's bike. Remember the test? Zeal was racin' the MR around the track and squaring it like a billiard ball. The extra power really stoked him. Afterwards he went around saying things like, "I didn't want to give it back" and, "That bike, as soon as I rode it I knew I wanted three of them."

Doug, our shoeless trials tester who rode the bike for part of the Red Garter National Enduro, picked the ported bike too. Lack of power was his only complaint with the stocker, he really dug the suspension and handling. Sounded like if he had to get an untrailer the ported MR would be his first choice.

Don, our Mojave berserker, somehow failed to ride the ported bike. He didn't ride Marv's either, just Mike's. Felt it was underpowered. It wouldn't pull any faster in fifth than it would in fourth, about 45 mph on

level ground. He agreed with Mike that the 15/49 gearing was too low. Other comments. Excellent straight line stability, it handled well, and even better, it felt like a good motorcycle. Some handlers don't always feel like a good bike, if you can figure that one out. Sure you can. He also said he thought it climbed well, which was a bit surprising to him because it seemed down on power.

We had the three MRs out with five 175 street/trailers we were testing for a shootout. Guess which bikes everybody wanted to ride. If you're in the market for an economical 175 trailbike and you don't expect to ride it on the street, you'd have to be a bit weird not to consider the MR, unless you like four-strokes. After riding Jay's bike we confirmed what we had suspected. You can make the MR comparable with other competition 175s like the Penton, Husky or Can-Am, and maybe save some money too.

Here's what we suggest to MR owners. Drop the gearing a little, how much will depend on how low you want first to get. Mike Adams thinks 15/49 makes first useless. Try the larger Mikuni. Those changes may be all you need. Buying and installing an MT box is not an inexpensive proposition. Try the economy approach first.

Suspension changes? Stock setup is

ADDRESSES

Bassani

3726 E. Miraloma
Anaheim, California 92806
(714) 630-1821
(From your dealer or order
direct from Bassani)

Graham's Sheet Metal

7325 Greenbush
N. Hollywood, California 91605
(213) 764-1808
(See your local Honda dealer)

Hi-Point Accessories

3709 W. Erie Avenue
Lorain, Ohio 44053
(216) 244-4101
(See your local Penton dealer)

Mettco

1528 S. Santa Fe
Compton, California 90221
(213) 632-0143

Sudco

1824 E. 22nd St.
Los Angeles, California 90058
(213) 747-5173

pretty good, but anything can be made better. Jay likes the S&W fork kit in his 250 Elsinore and is going to try one in his 175. The team also plans to try the S&W racing shocks and the long travel gas Curnutts.

The porting? It definitely gives the bike more pep. It'll pull fourth and fifth no sweat, but remember, it costs some bottom end. So what else is new? If most of your riding is the tighter stuff maybe it's not a good idea. You say you're a fourth and fifth gear gassit type? You'll probably dig the porting change almost as much as Zeal. 