

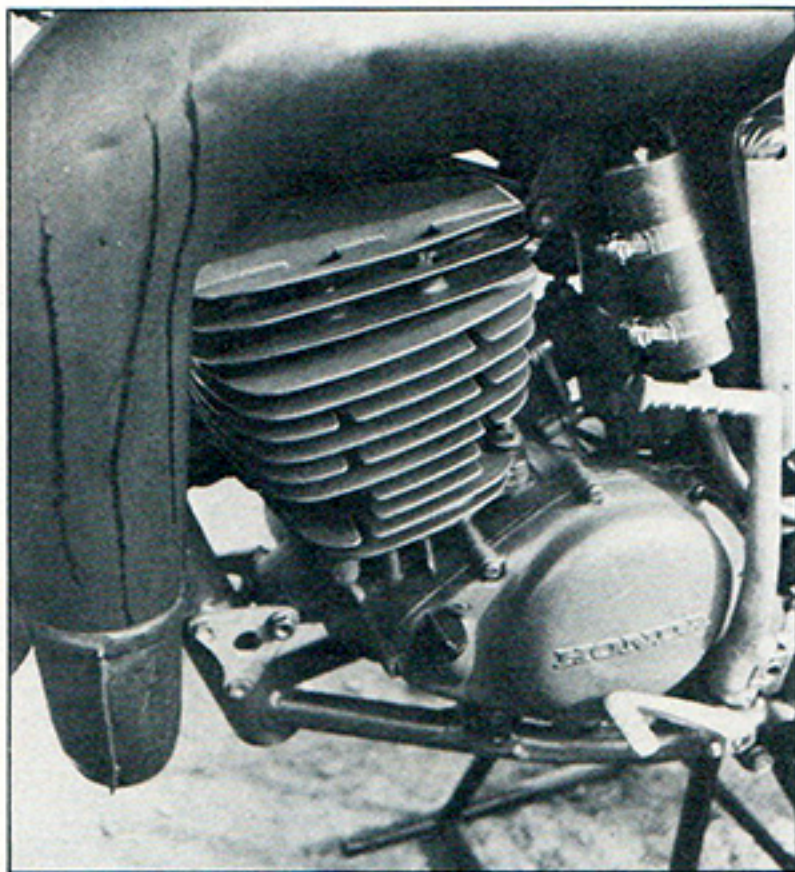
gear in the corners and yet still be able to snap it to attention whenever you wanted. While it was lighter than a stocker at 207 pounds liberal lightening of your wallet is required for this added attraction.

For our money, we'd change the shocks and forks and use the stock motor in the 79 CR with a 78 reed attached (\$33.65). Or update the 78 with a 79 cylinder (\$131.19). The port work at \$150 makes the bike easier to ride and if you're serious about racing, should be included.

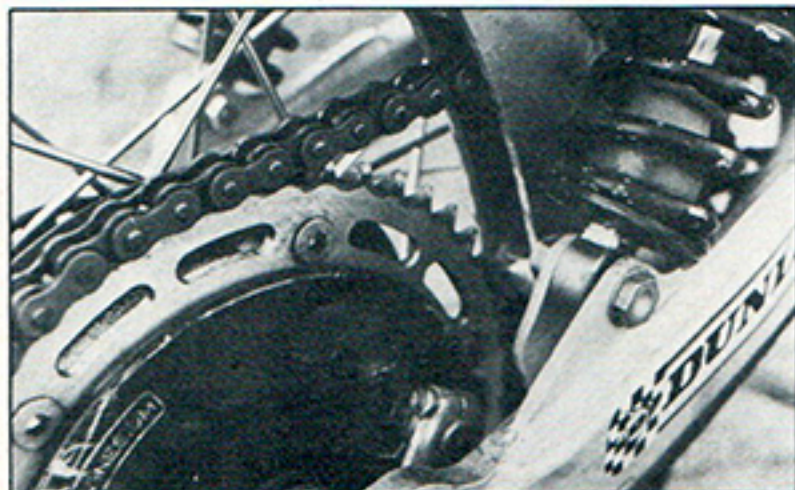
Bits and pieces like the chain rollers can be replaced as the old ones wear out. F.I.M. side panels (\$19.95) add a nice touch and the seat kit makes the bike much more comfortable.

Would you want to duplicate Laurens Offners' efforts and have a faster than factory CR Honda on your hands? It can be done. Only you and your bank balance know for sure.

L.O.P.
2010 Washington St.
Waukegan, Illinois 60085
(313) 336-0032



You wouldn't know to look at it, but the motor's been lightened by four or five pounds.



Upper rear chain guide uses the tried-and-true skateboard wheel. Keep your eye on the front chain roller, the mount is flimsy and will break.

DG CR125R HOP-UP

• Shazzba! The new Honda CR125R comes out, and while it isn't exactly gutless, it wouldn't make the John Wayne Honor Roll of Intestinal Fortitude. After spending a bundle of bucks on a red rooster, we hate to suggest that you reach deep into piggy one more time, but we are going to.

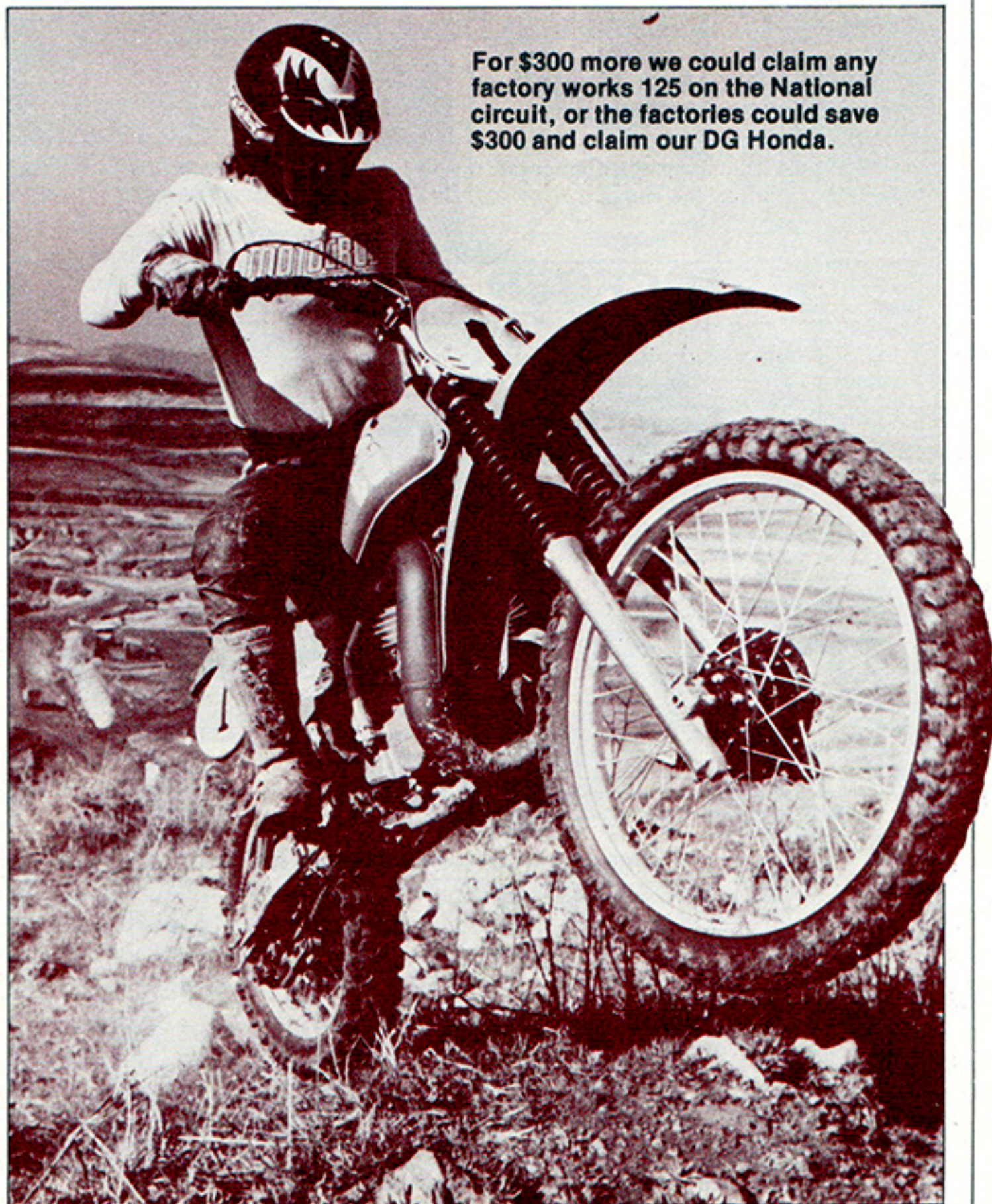
Hopping the CR125R up is a fairly simple task, and DG Performance Specialties is the logical firm to do the job. FMF was to Honda what Jekyll was to Hyde, but FMF closed its doors and went out of business. T&M once sponsored Danny Turner to third in the National Championships on a hot Honda, but they bit the bullet a couple

years ago. In fact, almost all of the hot Honda hop-up emporiums died waiting for the new CR125R, except for DG, who didn't put all of their eggs in Honda's basket.

THE ENGINE GETS A MIKUNI

The first mods that we did to our test CR125R was the low buck approach, head and carb. The 19-fin radial cylinder has a different combustion dome, higher compression and the ability to get rid of power-robbing heat. The head costs \$64.50. A 34mm Mikuni replaces the 32mm Keihin that comes stock on the R.

With just these two items, which set us



For \$300 more we could claim any factory works 125 on the National circuit, or the factories could save \$300 and claim our DG Honda.

MAKING THE HONDA CRs BETTER

back \$124, the power band came to life. There was better response, harder acceleration, more RPM and no loss of the CR125R's fine torque. If we were planning on racing the Honda, we would spring for the DG 19-fin head at least. It brings the motor much closer to snuff.

The DG Performance Specialties 125 Pro Racing kit will set you back \$384.50, but don't think of it as crisp green bills. Imagine instead that you are giving up 100 movies with popcorn. The Pro kit gives you the cylinder head, a trick mid-to-high rpm pipe, 34mm Mikuni, the ultimate port job, a JT Phase-Two airfilter, Mototek ignition, DG T-shirt, DG Racing jersey and a quart of Castrol Castrol R.

With the Pro kit you will quickly find the limits of your stock Honda CR125R suspension. The Pro kit does exactly what you would expect the high-priced spread to do. The bike will really roost.

THE FRAMES THE SAME

The frame remains the same, although DG is actually working on a new set of triple clamps that will change the fork rake to allow the use of a



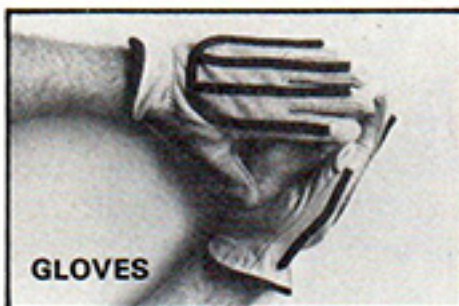
Kayaba's new single-rate air shocks look like Fox's without the fins. Paired with the aluminum swingarm they straighten out the Honda hop.

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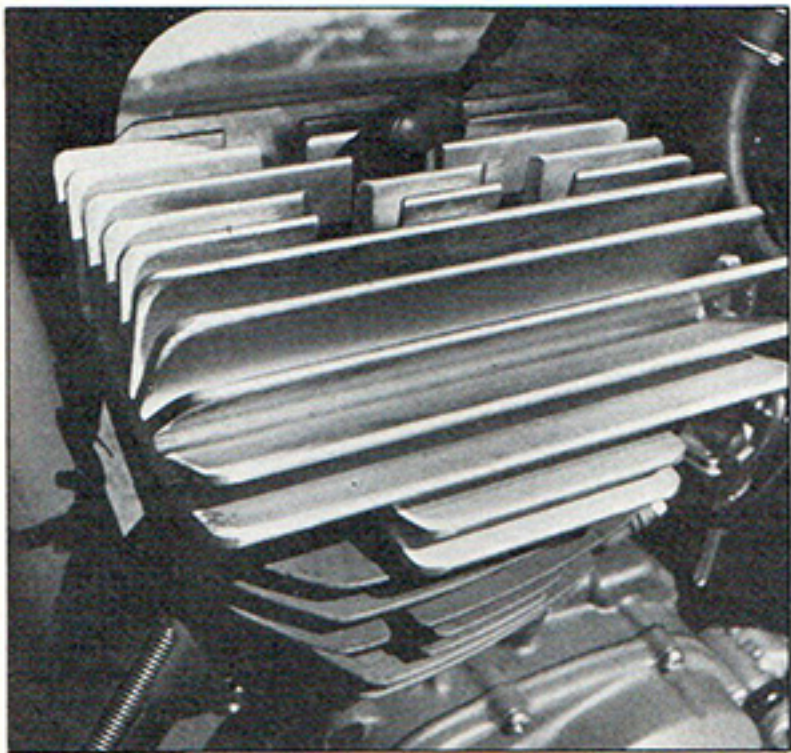
*PRICE INCLUDES \$1 FOR POSTAGE AND HANDLING
ALLOW 6-8 WEEKS FOR DELIVERY

The torque doesn't go away, it is complemented by a bunch more ponies. If you think hamburger is expensive, wait until you try to buy horses.



21-inch front wheel. Be advised that if you try to mount a 21-inch front wheel with the radical 28 degree rake, the front end handling will become exceedingly quick and foul.

We skipped putting a 21-incher on the front, even though it would allow us access to a wide selection of good front tires. The stock Honda claw tire and the optional 23-inch Yokohama could be a lot better, but then they would still only be fair.



The cylinder head is gold-anodized. It can't be red-anodized, because it would come out looking maroon. There are 19, count 'em, 19, fins.



Kayaba's new air shocks retail for \$295 and are a simple Honda bolt-on. The stock shocks are bad, with a capital B. The Kayaba shocks are a single rate air shock, that uses fairly low air pressures. When it is bolted to the DG aluminum swingarm (\$159.50), you will save almost four pounds from the 212-pound Honda. Of course, the cylinder head weighed a couple pounds more than stock, so whatever you saved you lost, *que sera!*

To improve the feel of the front forks, we made a cheap (\$16) and clean swap of the fork caps. The addition of air caps

gave us the ability to tune the fork stiffness for a variety of track conditions. The complete beef up of the suspension (shocks, swingarm and aircaps) cost \$470.

USELESS FASHION CONSCIOUSNESS

To make the bike look *pro-moto*, we bolted on a couple of useless, wasteful and flashy plastic parts. First, we mounted red FIM sidepanels. We thought the stock panels were better made and neater looking, but we lost

(continued on page 68)



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Circle number 12 on page 71



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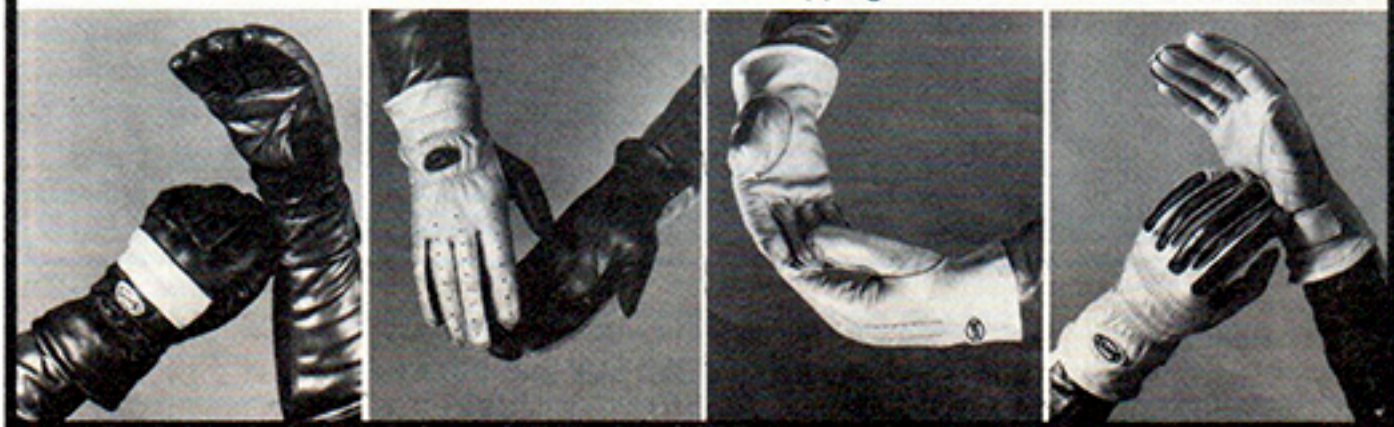
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MAKING THE CRs BETTER

(continued from page 37)

our heads in a moment of *European de'ja' vu*. We added a cable saver front number plate and a cross bar pad. Actually, the cross bar pad is totally functional, and we took a lot of ribbing for putting something on that was both useful and cosmetic.

In the functional category, we slipped on a set of DeHandlers, the new short levers, which felt much better than the long stock Honda jobs.

NOT THE END

We spent \$892 making the CR125R better. And in fact, it is better, but whether or not it's worth it depends on who is spending the money. More than likely, the average racer will dribble the bucks out in smaller quantities on his CR over the next year. We would like to advise every CR125R Honda owner to evaluate his needs.

Race your Honda stock for a couple of weeks and see what the competition (and your bike) are doing to you. Then try and fix only the worst areas. If you are really getting out-motored, decide whether you need the head, or the carb and pipe, or the complete 125 Pro Kit. If the rear suspension can't handle your track, perhaps you will look into the shocks and swingarm.

If your name is Hughes, Getty, Hearst, Hunt or Rockefeller, then you'd probably like to know what gold rims are available for \$42 a piece. You can buy the 100cc kit for \$480 and you could buy the state of Rhode Island to ride in. III



Oakley grips and DeHandlers kept the color scheme intact. DeHandlers are available in aluminum also.

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