

SIX MONTHS LATER



Under the category of *PROBLEMS*: We can report on a series of small miscues. In a moment of overexuberance one unnamed test rider rammed another test rider directly in the CR125R shift lever. The result was a bent shift shaft which had to be replaced. Clutch plates were replaced once, after a heavy-handed duel with some sticky mud during the Winter series. In the irritating zone, we found ourselves painting the numberplate panels whenever we removed the numbers, because the numbers removed the paint. In addition to these problems, our major complaint

53-tooth cluster. The lower gearing, mated with better rubber and the accessory pipe, made the CR125R hit harder, hook up faster and get in the upper gears quicker.

HONDA CR125R REVISITED

Reliability, problems & improvements

□ The *Motocross Action* wrecking crew didn't earn its nickname in the motocross community by default. The *MXA* test crew is staffed with full-on, flat-out racers who spend their days practicing and their weekends racing. An *MXA* test bike lives a torturous existence, and only the strong survive.

It's been our custom to live with our equipment, enjoy it, explore it and, on more than a few occasions, destroy it. We liked the Honda CR125R so much when we first tested it, and in the subsequent 125 shootout (April '83, *MXA*), that we thought it would be worthwhile to tell what it has been like to race and ride it over the past six months.

RELIABILITY, PROBLEMS AND IMPROVEMENTS

First, *RELIABILITY*: 125s wear out faster than any other engine class, but the Honda CR125R has been extremely reliable. The first set of piston and rings lasted over two months, and was replaced with a new standard-size set more because it *should* be replaced rather than *had* to be replaced. Mechanical failures (blowups, cracked frames, splintered rims or shrapneled shocks) have been nonexistent. Reliability would have to rate extremely high on the *MXA* scale of mechanical good behavior.

centered around a front hub that was out of round. The front brake lever moved in and out as the wheel spun. This was very distressing when trying to be exactly perfect with the front brake. We had the hub turned down, and this set us back about \$45.

IMPROVEMENTS: Three changes were all that we made on the CR125R in the course of living with it. First, we tossed the stock rubber and mounted Bridgestone M22/23 tires (perfect rubber for hard tracks), but we could have put on Metzlers or Dunlops if our tracks had demanded them. Second, a Pro Circuit CR125R pipe was added to give the stock powerband a boost in the mid-range. For racing, the Pro Circuit pipe makes the Honda easier to ride. Finally, the stock 51-tooth rear sprocket was swapped for a

FINAL WORDS

It's been our experience that the Honda CR125R is an above-average racing machine in reliability, lack of problems and need for improvements. Except for the hub being lopsided (and we have not heard of other riders with out-of-round hubs), there was nothing to condemn the factory for. The Honda CR125R has responded well and kept our wallet weight within acceptable standards. □

