

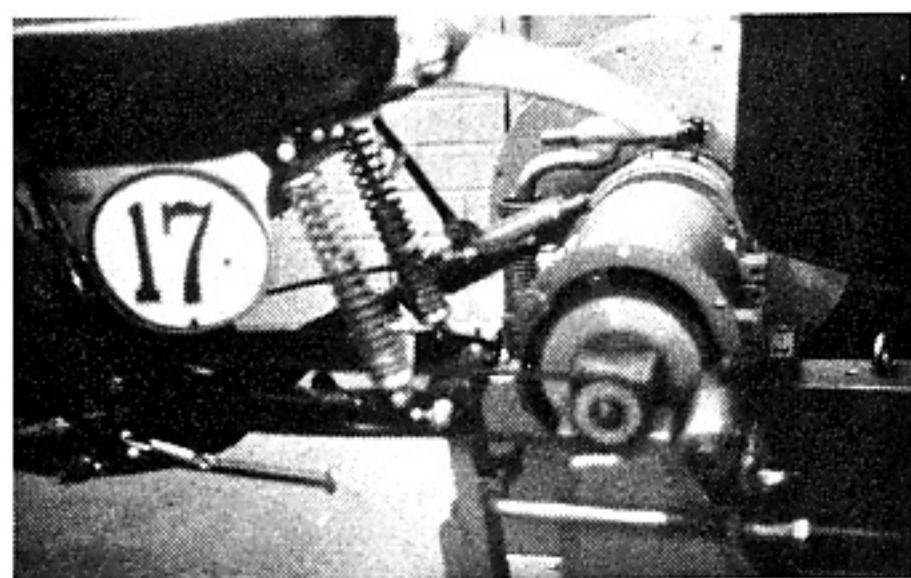
WEBCO'S DYNO TELLS US WHAT WORKS BEST

HORSEPOWER FOR THE ELSINORE

by **GEORGE WEGNER**



Look at that little Honda jumpin' up 'n down and shakin' around.



The Miller / Petty Elsie puts everything it's got into the Webco eddy-current dyno.

Power-tuning the 125 Honda

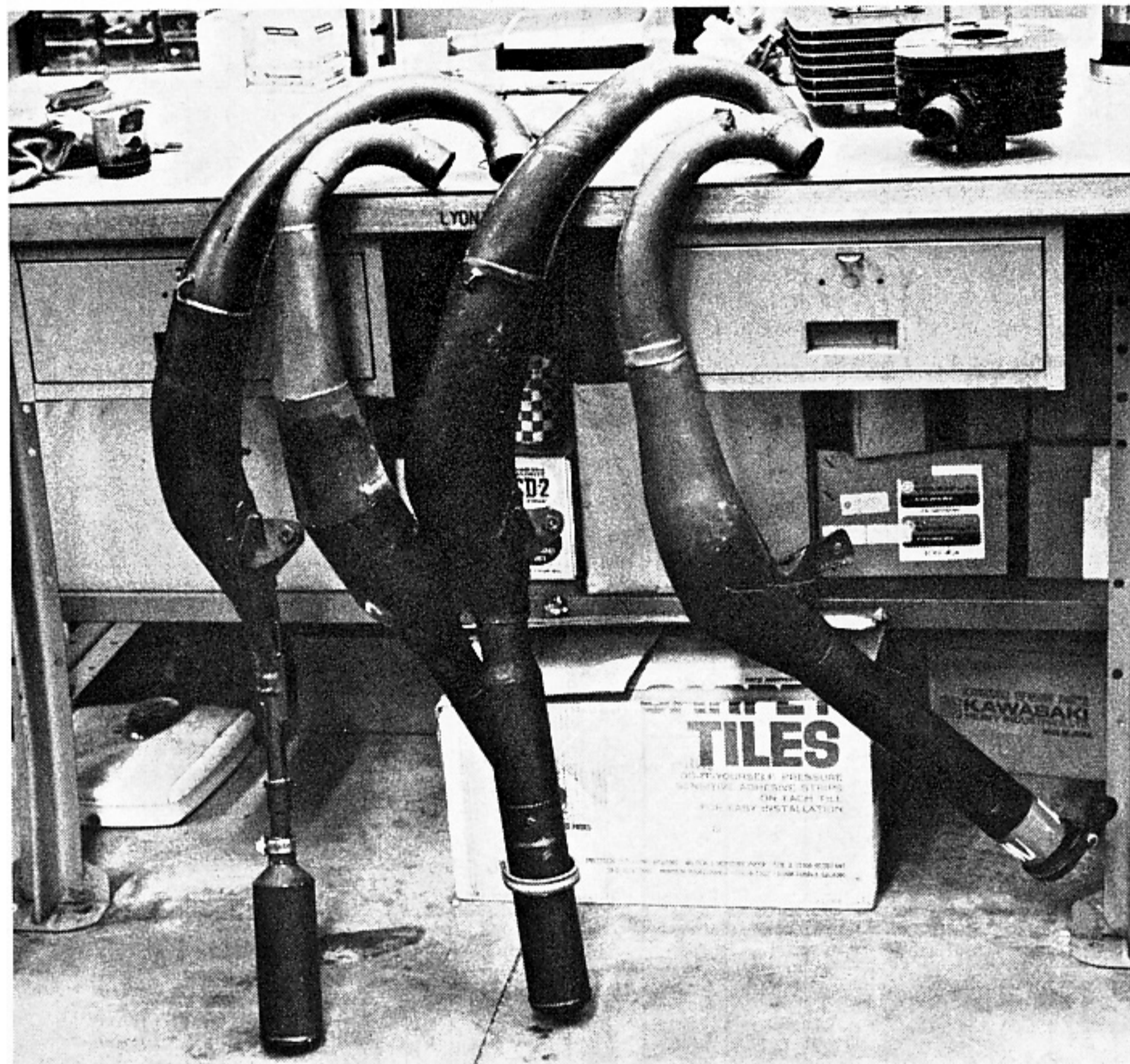
We just spent the best part of a day in the dyno room at Webco. It was, to say the least, a most interesting and informative day. Dick Miller and Preston Petty were deep into the process of preparing their 125 Honda Elsinore for the Baja 500. The object of this very heavy-duty dyno session was to get a more



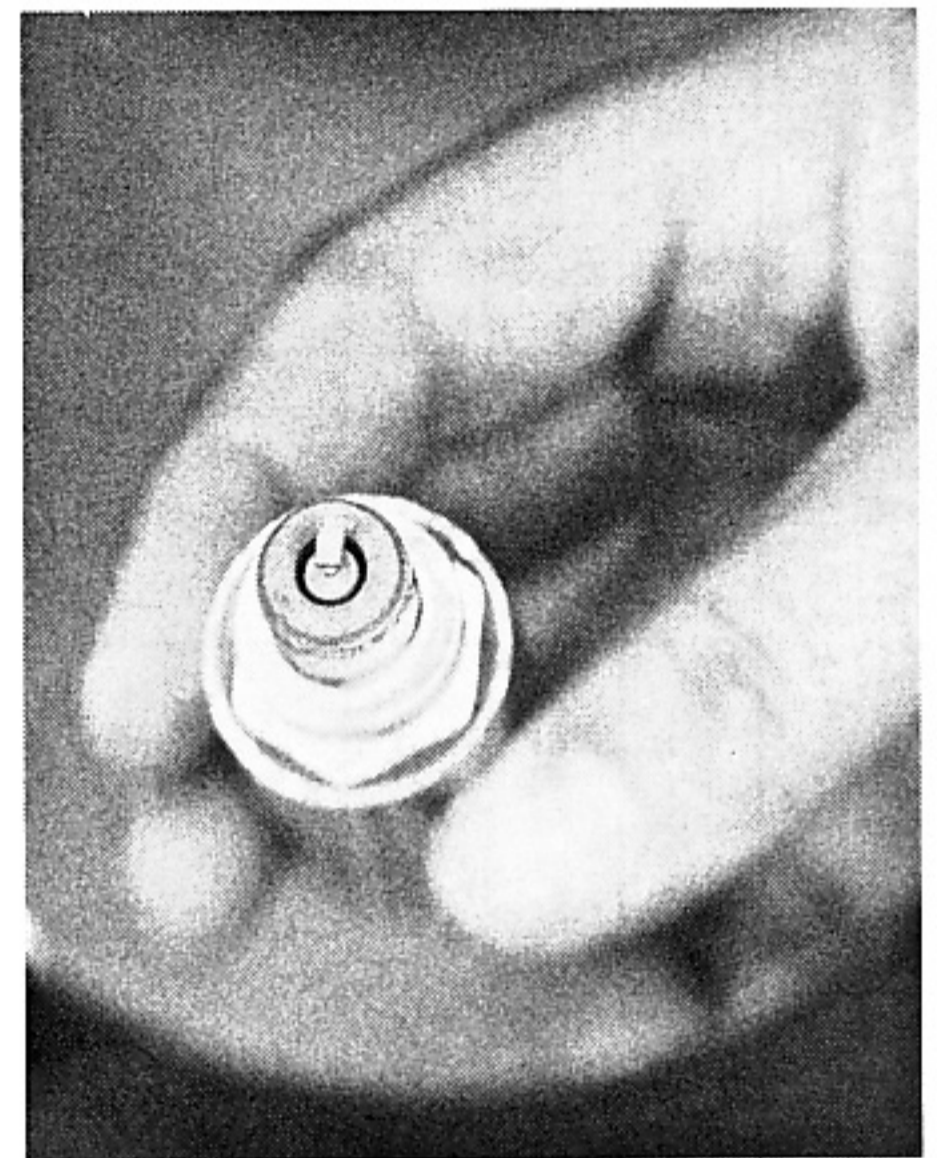
Barrel on the left is the works item. Stock one is out of focus, of course.



Jim Carter is shown here keeping a close eye on temperatures.



These are the pipes that were tested in addition to the stock unit. From left to right: "Works," Emler, Krizman and Skyway.

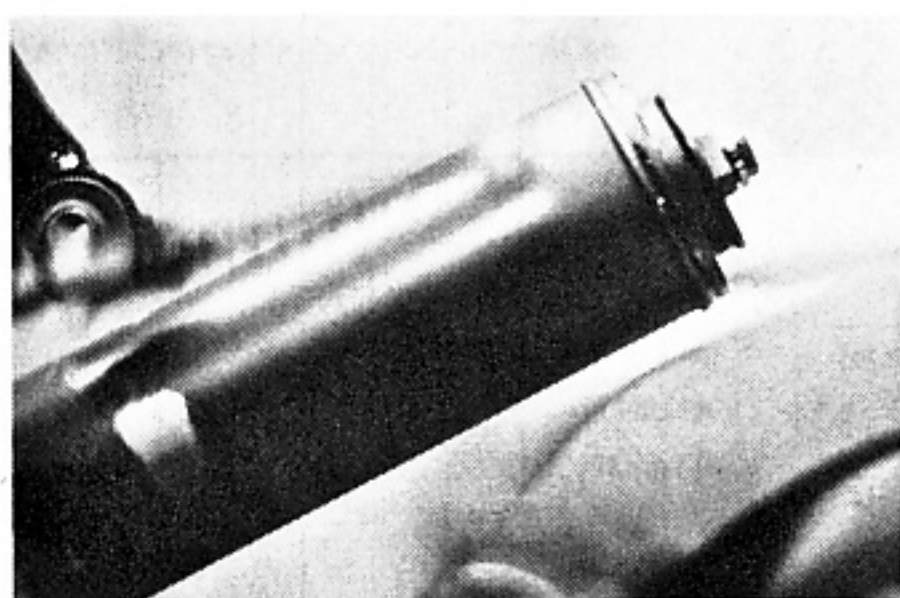


Through-the-magnifier shot taking one of the many plug readings.

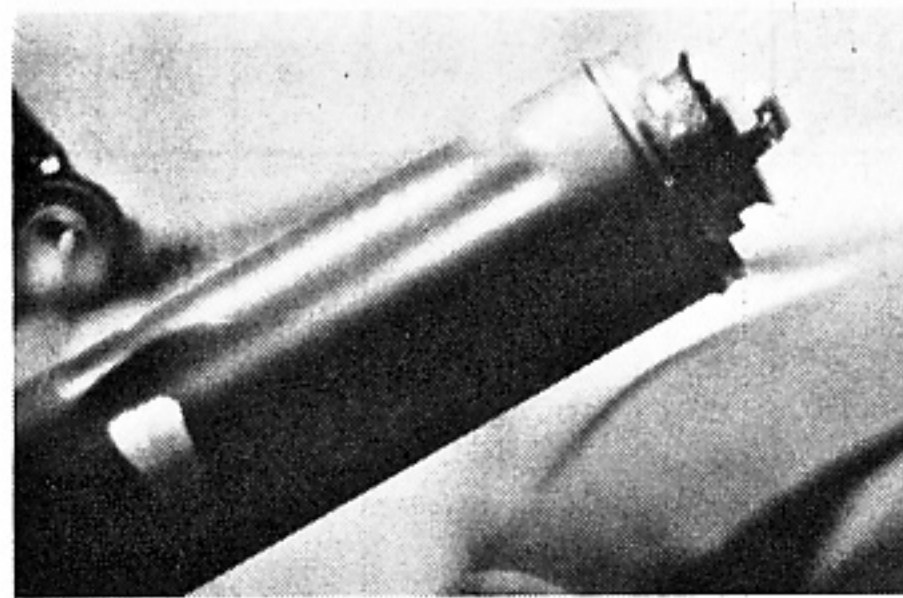
usable powerband out of the little one-two-five. Although the power on the screamer is already decent for Baja, they were looking for a little more punch — mainly in the lower and mid-range, but of course on top as well.

If you are not familiar with the dyno at Webco, it is certainly one of the most accurate, and possibly the most expensive, eddy-current dynos to be found.

Every "trick" horsepower item that they could get their greasy hands on was, at one time or another, in any conceivable combination, bolted on to the Elsie. Pipes, carbs, heads and cylinders. They had it all. Some of the parts were strictly factory items, and not for sale.



Krizman pipe at low ...



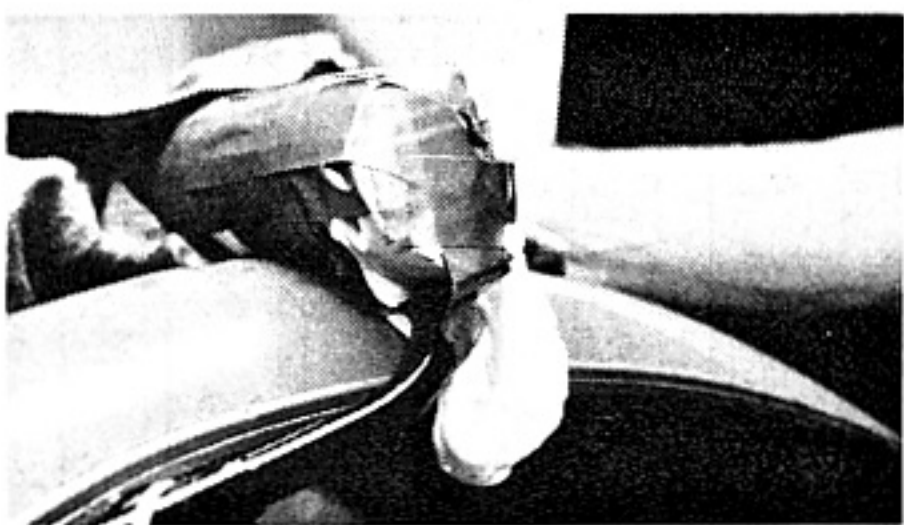
... and high rpm.

HONDA CR125M DYNO CHART

ALL H.P. AND TORQUE FIGURES ARE CORRECTED TO SEA LEVEL

ENGINE R.P.M.	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE
5000	3.08	3.23	3.61	3.80	3.56	3.74	4.06	4.27	4.33	4.55	4.60	4.83
5500	4.77	4.55	3.98	3.80	3.30	3.14	5.49	5.24	5.54	5.29	5.82	5.56
6000	6.23	5.29	6.45	5.65	5.41	5.65	6.79	5.95	5.81	4.89	6.49	5.69
6500	7.25	5.86	7.54	6.10	7.37	5.91	7.59	6.13	7.32	5.92	8.85	7.15
7000	9.58	7.18	10.00	7.50	7.95	5.96	8.17	6.13	9.85	7.39	12.01	9.44
7500	12.56	8.78	12.23	8.56	9.95	6.97	10.52	7.36	12.87	9.01	14.39	10.08
8000	14.01	9.19	14.34	9.41	12.37	8.11	12.74	8.36	14.57	9.56	15.72	10.25
8500	14.41	8.90	15.69	9.69	14.10	8.71	14.74	9.10	15.90	9.83	16.85	10.41
9000	13.34	7.78	15.44	9.00	15.95	9.31	16.70	9.74	17.06	9.95	17.91	10.44
9500			12.94	7.15	14.95	8.27	16.88	9.32	17.13	9.47	18.09	10.00
10,000											10.19	5.35
Run:	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6	
COMPONENT COMBINATION	Stock Cyl. Stock Carb Webco Head Krizeman Power Valve Pipe		Stock Cyl. Stock Carb Webco Head Prototype Pipe		Stock Cyl. Stock Carb Webco Head Emler Pipe		Stock Cyl. 30mm Mikuni Webco Head Emler Pipe		Stock Cyl. 30mm Mikuni Webco Head Honda Works Pipe		Stock Cyl. 30mm Mikuni Webco Head Stock Pipe	
FUEL OIL MIXTURE: 32:1												
PLUG TYPE: N57G												
SLIDE NEEDLE POSITION							Clip No. 3 Notch					
MAIN JET:							No. 230				No. 230	
JET NEEDLE: 6F5												
SLIDE: 2.5												
PILOT: 35												
NEEDLE JET: 159												
BAROMETRIC PRESSURE :	30.00		29.97		29.975		29.97		29.95		29.95	
TEMPERATURE :	Wet:	69	Wet:	68	Wet:	70	Wet:	70	Wet:	78	Wet:	70
	Dry:	76	Dry:	76	Dry:	77	Dry:	78	Dry:	69	Dry:	79
CORRECTION FACTOR:	1.045		1.045		1.046		1.048		1.047		1.048	

ENGINE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE
5000	4.62	4.86	4.51	4.73	3.34	3.50	3.75	3.79	2.74	3.97	3.42	3.60	3.69	3.87
5500	6.26	5.97	6.12	5.85	4.95	4.72	5.18	4.95	5.12	4.89	4.74	4.53	4.74	4.53
6000	6.87	6.02	7.00	6.12	5.05	4.43	4.95	4.34	6.12	5.35	6.16	5.39	5.06	4.43
6500	7.90	6.38	7.63	6.16	6.21	5.01	6.31	5.10	6.90	5.58	6.50	5.25	6.40	5.17
7000	10.19	7.65	9.87	7.40	9.72	7.28	9.84	7.38	8.00	6.00	8.07	6.05	9.84	7.38
7500	12.74	8.92	12.36	8.65	12.27	8.58	12.54	8.78	10.70	7.49	10.30	7.21	12.47	8.73
8000	14.54	9.54	14.65	9.62	14.52	9.52	14.70	9.64	13.01	8.54	13.23	8.69	14.64	9.61
8500	15.33	9.47	16.30	10.07	17.34	10.71	16.70	10.31	14.96	9.24	15.68	9.69	16.81	10.38
9000	14.80	8.63	16.72	9.64	17.98	10.49	18.44	10.76	16.48	9.61	17.43	10.16	18.13	10.57
9500	13.27	7.33	14.61	8.08	20.04	11.07	20.46	11.31	16.98	9.38	17.92	9.90	20.66	11.42
10,000					8.78	4.61			16.19	8.50	18.30	9.61		
Run:	No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13	
COMBINATION COMPONENT:	Stock Cyl 30mm Mikuni Webco Head Krizeman Pipe		Stock Cyl. 30mm Mikuni Webco Head Emler Pipe		Stock Cyl. 30mm Mikuni Webco Head Stock Pipe		Special Cyl. 30mm Mikuni Webco Head Stock Pipe		Special Cyl. 30mm Mikuni Webco Head Krizeman Pipe		Stock Cyl. Stock Carb Webco Head Prototype Pipe		Special Cyl. 30mm Mikuni Webco Head Stock Pipe	
FUEL OIL MIXTURE: 32:1														
PLUG TYPE: N57G														
SLIDE NEEDLE POSITION					Clip No. 3 Notch				Clip No. 4 Notch		Clip No. 4 Notch		Clip No. 4 Notch	
MAIN JET:					No. 240		No. 230		No. 240		No. 240		No. 240	
JET NEEDLE: 6F5														
SLIDE: 2.5														
PILOT: 35														
NEEDLE JET: 159														
BAROMETRIC PRESSURE :	29.93		29.93		29.95		29.95		29.95		29.95		29.95	
TEMPERATURE :	Wet:	69	Wet:	68	Wet:	74	Wet:	75	Wet:	75	Wet:	75	Wet:	75
	Dry:	78	Dry:	78	Dry:	66	Dry:	66	Dry:	66	Dry:	66	Dry:	66
CORRECTION FACTOR:	1.047		1.047		1.041		1.042		1.042		1.042		1.042	



Kawasaki spare tire, an otherwise fine product, finally "erped" after several long hours on the vibrator.

For them, it meant long hours of work and a whole buncha bucks. To you, only the cost of this fine magazine. With the invaluable information spread across these few



Before, during and after Dick Miller discovers his perfect combination.

pages, you should be able to set up your bike with the horsepower just the way you want it, simply by purchasing the items necessary to get your personal preference for a horsepower curve.

The Webco head is a masterpiece of modern engineering and technology. It lowered the operating temperature of the engine considerably, while raising compression. Cooler she runs, longer she'll live.

As you can see by the asterisk, the combination of components in run number six are the ones that Dick and Preston chose to run with. Although it did not produce maximum horsepower on top, that combination did provide the needed gains throughout the rpm range. 