





Although they don't sell completed bikes, Cross-Up, Inc., does offer all the trick parts and services for the RM-125B. While not one of the biggest buck efforts we have seen in this series, the Cross-Up RM is one of the best detailed machines we have had a chance to see.

This is also one of the closest efforts we've seen yet when it comes to a replica of the factory Suzukis. There is a good deal of shaping that goes on the Cross-Up 125s.

#### ENGINE

Dyno-based porting is reported to pull a full 28 hp when used in conjunction with a specially jetted 34mm Mikuni. The carb is rejetted and flow tested for maximum performance. A special expansion chamber is tailored to enhance the power band. It includes an aluminum muffler similar to those used on the factory bikes.

The engine retains the stock head, ignition and air filtration system. No change was necessary here, as far as Cross-Up was concerned. A trick-

looking case saver helps keep the chain from eating up the side cover and cases if it should happen to come off. It is built close enough to the sprocket to keep the chain from jumping off.

Also, a nifty ball-bearing type roller assembly is mounted on the shift shaft. It not only protects the shaft from the wearing effects of the chain, but also acts as an additional stationary mounted chain tensioner. No modification of the shift shaft is necessary to install the roller.

#### SUSPENSION

Stock forks are retained because the travel, damping and feel is excellent. The front number plate has a built-in extension that helps keep the cables from snagging on the clamps. An extra-wide Hoss plastic fender keeps the mud down.

At the rear, S&W freon baggie shocks replace the remote Kayabas. The S&Ws are equipped with a straight wound non-progressive spring.

An exquisitely fabricated aluminum swingarm, made by Cross-Up, adds

necessary strength to the rear end. The Cross-Up arms use a special braced diamond shaped aluminum extrusion, that offers more strength than conventional box section arms. This swingarm is one of the strongest, if not *the* strongest accessory arm available on the market.

A double-armed, full-roller chain tensioner is designed as an integral part of the swingarm. Special brackets for the tensioner are welded to the arm.

Consistent with the current trend in braking technology, the Cross-Up RM-125 sports a full floating unit. A heat treated rear axle is utilized to increase the strength of the rear suspension member. The backing plate is a modified Suzuki unit.

To strengthen the rear sprocket/hub connection, the hub is fitted with super-heavy-duty aircraft grade bolts and lock nuts. Combined with this are 520-size replacement sprockets and the quality Tsubaki chain. This helps eliminate any overstressing of the smaller 428 chain with the increase in engine power.

Designed with an extremely low profile, a Cheng Shin "new generation"

# CROSS-UP! *Craftsmanship*

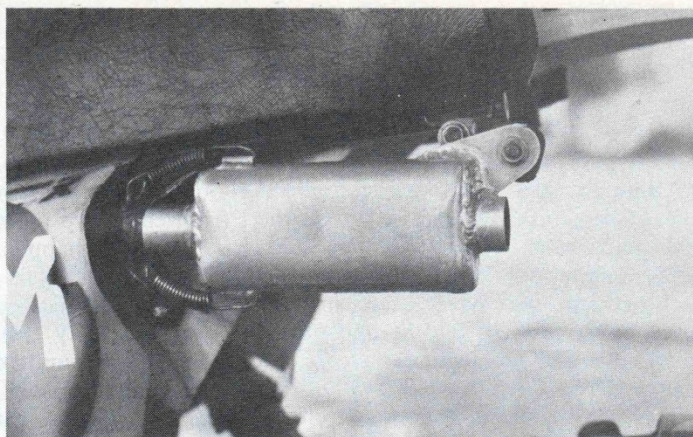
By N. M. Dushan, photos by Owens



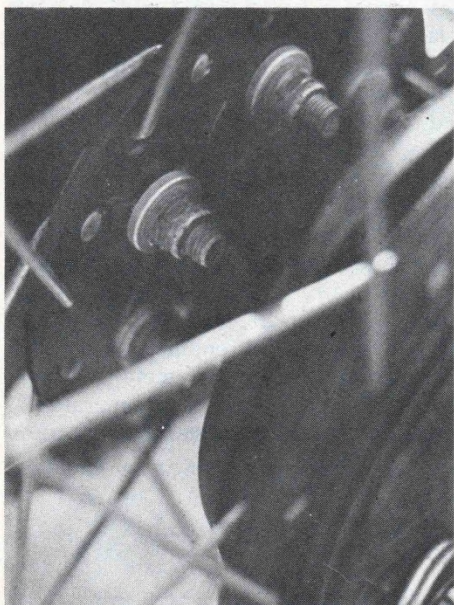




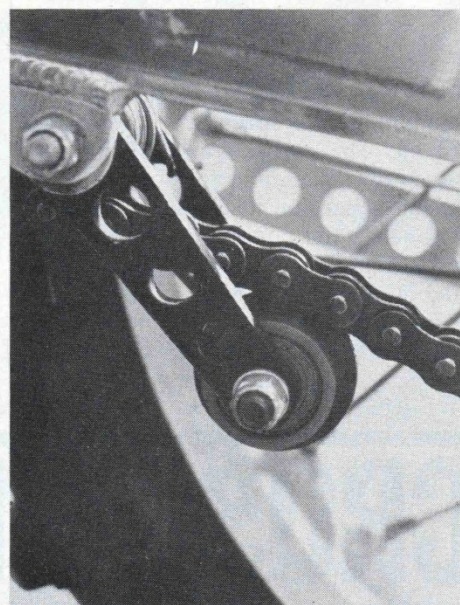
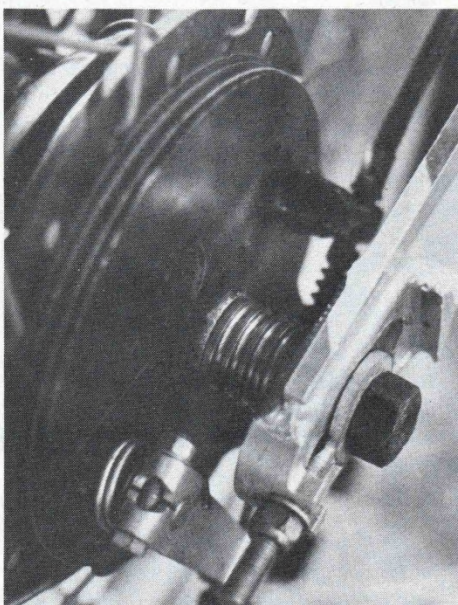
Swingarm is probably the strongest arm on the market today. Full floating brake unit pivots on heat treated axle.



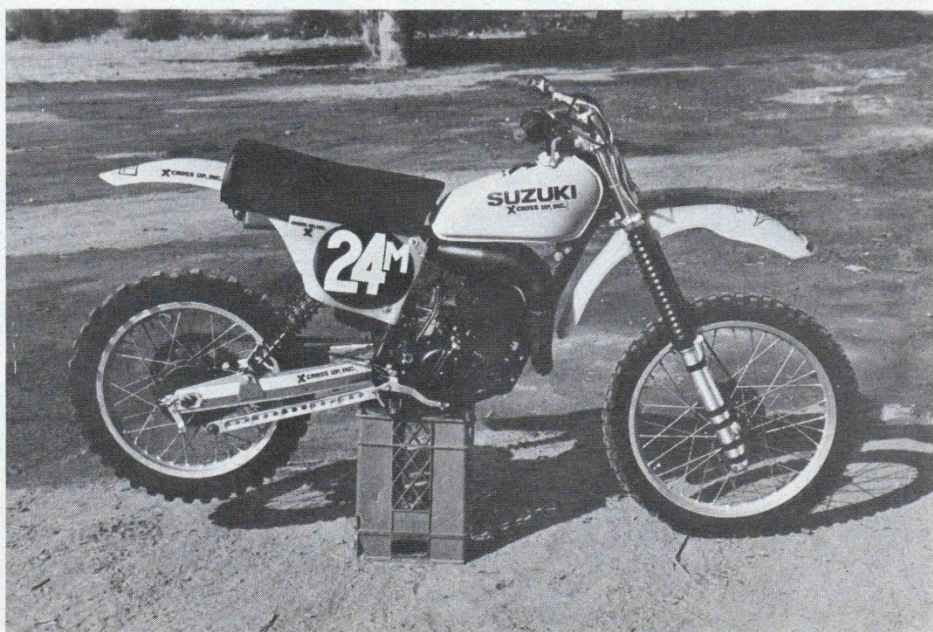
Aluminum muffler is similar to "works" bikes.



Rear hub is fitted with heavy duty aircraft quality bolts and lock nuts.



Matt Devich at work on the Cross-Up RM-125B.





knobby is mounted on the rear. It has full wrap around tread and stiff side-wall construction.

All in all, it is an extremely sanitary package. All of the right things have been done, and the detailing is beautiful.

### RIDING IMPRESSIONS

As was consistent with the physical detailing of the machine, it started first kick, every time. This is primarily due to the flawless jetting performed by Cross-Up on the Mikuni. The jetting, from idle to WFO was absolutely spot-on. There was never a burble or a ping throughout the entire range of power.

This precise jetting is no doubt responsible for the excellent performance also. The porting added to the power all through the range. The bike is quick, fast and responsive. The strong power band keeps the rear wheel churning in an almost never-ending rooster tail.

It is always a pleasure to ride a bike that is so well shaped. There wasn't room for criticism anywhere on the engine. It is one of the strongest in all areas of the rpm range. Very impressive.

Handling was also precise. The extra-long shocks provided a decrease in rake that made the bike turn on the proverbial dime. Damping and springing in the front and rear was perfect. Test riders ranged from 150 to 200 lbs. and rates were correct for all riders. If a bike is set up properly it should be able to satisfy a wide range of rider weight. This one was.

Traction was also good. If you didn't know, you would think the tires were Metzlers. Part of this traction is a function of the excellent suspension, but the tires did their part.

If a machine is shaped properly, in the engine and suspension departments, it should be easy to ride regardless of riding skill level. This one is. Pros can go fast on it, but it is not so wierd that the novice can't also turn good lap times.

### CONCLUSION:

The additions and modifications performed by Cross-Up on the RM-125B are all correct, important and well detailed. Craftsmanship counts when it comes down to ultimate performance and reliability. The Cross-Up machine bristles with craftsmanship.

### PRICE LIST

Porting (28 hp) .....	\$100.00
Pipe .....	80.00
Carb (jetted and flowed) ....	60.00
Aluminum muffler .....	30.00
Tensioner .....	38.00
Swingarm .....	145.00
Axle (4130 heat treated) ....	15.00
Bushings .....	9.00
Floating brake .....	90.00
Case saver .....	10.00
Shift roller .....	10.00
Sprocket bolts .....	4.00
No plates (front and side) ..	20.00
Hoss front fender .....	14.00

For more information contact:

CROSS-UP, INC.

11781 Cardinal Cir.

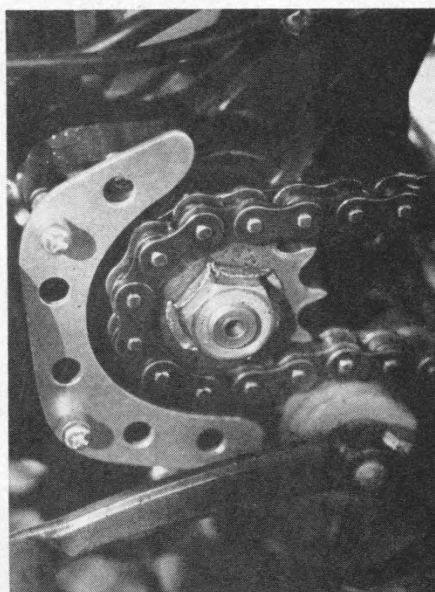
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*Tsubaki chain is used with 520 replacement sprockets for strength.*



Carb is specially jetted and flow tested—works well.



Chain guard case saver and ball bearing roller on shifter help keep chain on the straight path.

