

ENTRY-LEVEL HOP-UP

Bikes beat with
the BBR stick

If you own an entry-level four-stroke play bike and you want it to run stronger and handle better, BBR has what you need. They've built a thriving business around improving mini bikes, and it is what they are famous for. It doesn't matter if you are young or fully grown, BBR has goodies to improve small bikes to make them more fun, and there is almost no limit to what you can spend. BBR can turn your once mild-mannered family bike into a full-blown race machine or get you the goods to make your little CRF50 handle your adult body. We traveled up the lush green state of Washington to hang out with the Brown brothers and check out what they've been up to.

CRF150F

This Honda CRF150F was built by BBR to entertain full-sized adults and pull them around with power to spare. The suspension was beefed up with stiffer springs, the motor is much stronger and the fun factor is high. Here is the skinny on the CRF150F.

BBR D2 exhaust system: \$329.95

BBR cancel core: \$89.95

BBR 195 engine kit (piston, gaskets, cylinder): \$599.95

BBR rev box: \$89.95

26mm carb kit: \$299.95

Turned flywheel: \$99.95

BBR porting: \$249.95

BBR rim set: \$259.95

BBR fork springs: \$79.95

BBR shock spring: \$89.95

BBR billet linkage: \$149.95

BBR graphics: \$69.95

BBR billet gas cap: \$69.95

BBR bars: \$79.95

BBR bar pad: \$14.95

BBR triple clamps: \$229.95

White Knuckle grips: \$12.95

BBR shifter: \$39.95

Works Connection clutch
lever: \$49.95

Fusion pre-printed number
backgrounds: \$69.95

BBR skid plate: \$99.95



The CRF150F is an electric-start workhorse. It is great for first-time riders and has a lot of potential buried in it. Boothy loved the bike, especially with the 195 kit in the motor and the BBR rev box that let the motor sing up high. The stiffer springs kept the suspension from blowing through its travel with full-sized riders aboard.



KLX140L

This particular KLX140 big wheel was designed by BBR to fit small riders who want bigger wheels. Duane Brown, one of the owners of BBR, has a son who usually rips around on a 110 but loves to race this 140 against the 85 two-strokes at the local races. Here's what has been done to the bike to make it faster and handle better but still fit small riders:



- BBR D2 exhaust system: \$329.95
- BBR cancel core: \$89.95
- BBR 160 piston kit (piston, rings, gaskets): \$229.95
- BBR/Web cam shaft: call for pricing
- 26mm carb kit: \$299.95
- BBR rims: \$109.95 (rear); \$119.95 (front)
- BBR fork springs: \$79.95
- BBR shock spring: \$89.95
- BBR graphics: \$69.95
- BBR billet gas cap: \$69.95
- BBR bars: \$79.95
- BBR bar pad: \$14.95
- Works Connection clutch lever: \$49.95
- Turned fly wheel: \$99.95
- BBR porting: \$249.95
- Fusion pre-printed number backgrounds: \$69.95



With balanced suspension and a stronger motor, the KLX140L propels Carson around at scary speeds.

ENTRY-LEVEL HOP-UP

This is the ultimate way to go if you are a serious play bike enthusiast. Out of all the bikes, we liked riding this machine the most. We even raced it at an arena cross-style track and hit every jump the big bikes were doing. The 195 engine kit really ups the power of the 150, and the handmade aluminum frame, coupled with the CR80 suspension, makes this bike handle really well. When the sky is the limit, this is an amazing bike.

BBR CRF150F PERIMETER

You won't find a more serious play bike than this machine. It takes a fat wallet to build one, but you won't believe what it will do. It is not only fun for everyone, but it is the perfect machine for riders who aren't quite tall enough for a full-sized dirt bike. It is built around a handmade aluminum frame using CR80 suspension components and is as close to a works bike as most people will ever get.

- BBR perimeter frame kit (aluminum perimeter frame, D2 exhaust system, gas tank, gas cap, wings, motor mounts): \$3699.95
- '96-'07 CR80/85 rolling chassis
- BBR 195 engine kit: \$599.99
- 26mm carb kit: \$299.95
- BBR CR85 fork springs: \$79.95
- BBR/Race Tech gold valves (fork): \$189.95
- BBR CR85 shock spring: \$89.95
- BBR/Race Tech shock gold valve: \$149.95
- BBR CR85 triple clamps: \$459.95
- BBR shifter: \$39.95
- BBR oversize bars: \$79.95
- BBR oversize bar pad: \$14.95
- Red wheels: \$699.95
- BBR graphics kit and seat cover: \$129.95
- Works Connection lever: \$49.95
- White Knuckle grips: \$12.95





ENTRY-LEVEL HOP-UP

If you own a TTR125 and want to go fast and take chances, here are some options for you. This bike is all about fun for the adults with a BBR 150 engine kit (cam, cylinder, gaskets), a BBR frame cradle and stiffer suspension. This bike was serious fun to ride and handled some hard riding surprisingly well. The motor retained great low end, but with the help of the rev box it pulled hard all the way through the rpm range. Duane Brown lays down some power—wheelie style.

TTR125LE

Just because you don't own a Honda doesn't mean BBR doesn't make what you need and want for your Yamaha play bike. Your need for speed and performance is handled, and while you don't have to trick out your TTR as much as this one to have a good time, it would be nice.



- BBR D2 exhaust system: \$299.95
- BBR cancel core: \$89.95
- BBR forged aluminum frame cradle: \$199.95
- BBR 150 engine kit (cam, cylinder, gaskets): \$399.95
- BBR free flow filter kit: \$79.95
- BBR rev box: \$139.95
- Turned flywheel: \$99.95
- BBR porting: \$249.95
- BBR HD clutch springs: \$24.95
- 26mm carb kit: \$299.95
- BBR rims: \$109.95 (rear); \$119.95 (front)
- BBR fork springs: \$79.95
- BBR shock spring: \$89.95
- BBR graphics: \$69.95
- BBR billet gas cap: \$69.95
- BBR oversize bars: \$79.95
- BBR pad: \$14.95
- BBR triple clamps: \$229.95
- BBR shifter: \$39.95
- Works Connection clutch lever: \$49.95
- BBR chainguide: \$69.95
- RK gold racing chain: \$39.95
- Fusion pre-printed number backgrounds: \$69.95
- IMS oversized footpegs: \$79.95 □