

# MOTOCROSS BIKE BUYER'S GUIDE: 25 2-STROKES & 15 4-STROKES

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# DIRTBIKE

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DIRTBIKEMAGAZINE.COM



## BETA 350RR-S: DUAL-SPORT DO-ALL!

### BUDGET REBUILD! PREMIUM PERFORMANCE

### NEW BIKES EVEN YOU CAN AFFORD!



2001 CR125



1988 KDX200

\$4 07

SSR MOTORSPORTS SR189 PLAY BIKE

# PRICED RIGHT & **READY** TO **RUMBLE!**

*The play bike world continues to improve*



> The days of judging a machine by its cover are done. We are now firmly entrenched in a world that has reached beyond the accepted forms of manufacturing and courtesy of newfound practices and price-driven goods, the dirt bike world has been gifted with strong technology at a better price. This means more affordable ways to ride. And while this world is a potpourri of mismatched equipment, some tossed together like a mechanical stew and offering little in the way of dirty satisfaction, there are several machines and companies that have erupted out of the fracas and are shockingly strong performers laced with equally adept

technology.

At the forefront of the machines that turned our chairs are the new SSR Motorsports dirt bikes. In the play bike field we just got our hands on their new SR189. Its comparable target machine is the Honda CRF150F. The bikes share a common wheel size (19-inch front, 16-inch rear), both have electric start and fully adjustable suspension. The SR189 uses a 37mm fork tube, has just over 10 inches of travel and features adjustable compression damping. Out back a single shock with a remote reservoir has 8.5 inches of travel, with adjustability for rebound damping and spring preload.

The SR189 is fit with double disc brakes; a beefy steel frame; a boxed steel swingarm; a tapered handlebar with dual mounting positions; and a five-speed, air-cooled, 189cc powerplant that puts out 15.4 horsepower. Its look is sano, the plastic is KTM-like in design, and the feel of the

machine is a shade taller and a bit heavier than the Honda CRF150F. Our machine came fit with a Pro Circuit Racing exhaust system that is fit with a spark arrestor screen.

### ON THE TRAIL

The SR189 is a bit cold-blooded and oddly has the choke-lever cable mounted on the handlebar. Once it fires and warms up, starting was never an issue, though it does like to be in neutral during the procedure. Right off the bat there are three very apparent sides of the 189—it's loud, it's fast and it's heavy. For trail work we would really like to see a quiet feature for the exhaust, though it lacks a green sticker, which means it's a closed-course-only machine.. We understand that SSR is working on trying to get compliant with the state, but it's probably a few years off. Power-wise, the machine is strong, making very usable bottom to mid, and is mated to a decently spaced gearbox with a good low first and trail-worthy second cog.





Double disc brakes, USD fork, single shock and electric start all push the fun factor on the SSR SR189.

## SSR MOTORSPORTS SR189

Engine type .....	4-stroke, single cylinder, air-cooled	Spark arrestor .....	Yes	Rear .....	90/100-16
Displacement.....	189cc	EPA legal .....	No	Suspension/travel:	
Bore & stroke .....	65.5mm x 56.2mm	Weight, no fuel .....	236 lb.	Front.....	Inverted adj. comp/10.3" travel
Fuel delivery .....	30mm carburetor	Wheelbase.....	52"	Rear.....	Remote reservoir, adj. preload, rebound, 8.5"
Fuel tank capacity .....	1.58 gal.	Ground clearance.....	12.4"	Country of origin.....	China
Transmission .....	5-speed	Seat height .....	35"	Price .....	\$2199
Lighting coil .....	No	Wheel size:		Importer .....	<a href="http://www.ssrmotorsports.com">www.ssrmotorsports.com</a>
		Front .....	70/100-19		



The clutch pull is smooth, offers good engagement and the pull is just light enough.

There is no doubt that the SSR is a beefy boy and, at a 236-pound dry weight, pushes the girth factor over the CRF150F by about 10 pounds. Still, the good power mates to a chassis that embraces the off-road world and comes equipped with suspension that does a very nice job of flattening out trail uglies. It's not going to suck up fifth-gear whoops, but it will chew on sand washes, mountain trails and two-track jeep roads with quite an appetite.

Besides the nice power, the attention to detail and the comfortable suspension, the SSR SR189 has a price tag that won't send you into sticker rehab. It retails for \$2199. In the play bike world, the Honda CRF150F has a price tag of \$3699, so when you throw everything into the salad bowl and mix it up, the new SSR SR189 is not only a serious play bike, it's a priced-right dirt bike that'll make you smile. □

***The SSR SR189 comes equipped with good suspension and a broad powerband. It's a little loud for trail work though.***