

## ■ S-Stage α Bore Up Kit 125cc

CRF110F (JE02-1000001~)

The S-Stage α 125cc Bore-Up Kit comes with the Hyper ECU, which replaces the stock ECU.  
Enjoy a powerful and torque-rich performance that cannot be experienced with the stock engine.



### ■ Product Composition:

The S-Stage α 125cc Bore-Up Kit includes the S-Stage 125cc Bore-Up Kit (which comes with a sports camshaft) along with the Hyper ECU.

### ■ S-Stage Bore Up Kit 125cc (Sports Camshafts included)

This bore-up kit allows you to increase the engine displacement from the standard 110cc to 125cc by replacing the cylinder and piston.

The cylinder features an aluminum construction with a cast iron sleeve for enhanced durability.

By installing it together with the Hyper ECU, you can achieve a torque-rich output that differs from the stock setup.

Bore: 53.5mm Compression ratio 10.8:1

#### ■ Sports camshaft

Maximizes the performance potential of the stock cylinder head.

### ■ Hyper ECU

Unlike conventional sub-controllers that work in conjunction with the stock ECU, the Hyper ECU provides full control of the system.

Simply swap it with the stock ECU for easy installation. Rev limit: 10500rpm

When installing bore-up kits or exhaust components, the air-fuel ratio can deviate significantly from the ideal range.

Therefore, it is necessary to install the Hyper ECU to properly adjust the fuel injection timing.

The Hyper ECU comes preloaded with multiple tuning maps tailored for SP Takegawa custom parts.

Using the included switch, you can easily select, change, or adjust the appropriate map according to your engine specifications.

No computer, smartphone, internet connection, or app/software download is required—tuning can be performed simply by operating the included switch.

Includes 12 preset tuning maps

Furthermore, it is equipped with a fuel adjustment feature that allows overall fuel injection to be increased or decreased within a range of -9% to +9%, adjustable in 1% increments.

The rev limit is set at 10,500 rpm by SP Takegawa, compared to the stock limit of 9,800 rpm.

This product is intended exclusively for vehicles equipped with SP Takegawa custom parts.

Do not use in combination with engine components from other manufacturers, as doing so may cause engine malfunction or damage.

Under no circumstances install aftermarket H.I.D. kits or LED headlights/fog lamps from other manufacturers at the same time.

Some ballasts and inverters (voltage converters) emit high-voltage noise that can adversely affect digital circuits, potentially leading to product failure or malfunction.

Do not use aftermarket ignition components (such as ignition coils or spark plug wires), as the increased ignition voltage and resulting radiated noise may cause malfunctions or product failure.

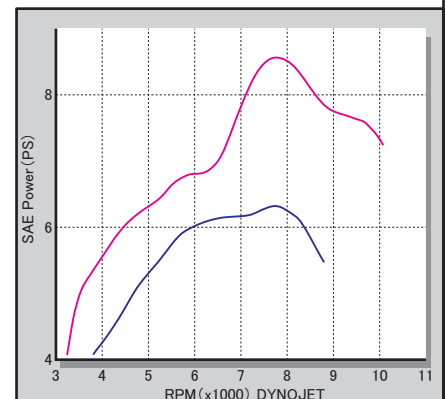
Do not use aftermarket charging generators, since insufficient output or differing voltage waveforms can lead to damage.

Please refrain from installing high-power mobile radio equipment—such as amateur radio transceivers—as this may cause malfunctions.

Do not install a headlight ON/OFF switch at the same time.



Name	S-Stage α Bore Up Kit 125cc
Applicable model	CRF110F (JE02-1000001~)
Item number	01-05-5487
Price	¥96,800 (excluding tax)



Test: CRF110F (JE02)

Use the stock air cleaner box

■ S-Stage α Bore Up Kit 125cc

+ Prototype Exhaust system

■ Stock engine + Stock Exhaust system

# ■ Sports camshaft ■ S-Stage Bore Up Kit 125cc ■ Hyper ECU

CRF110F (JE02-1000001~)

## ■ S-Stage Bore Up Kit 125cc

This bore-up kit allows you to increase the engine displacement from the standard 110cc to 125cc by replacing the cylinder and piston. When installed together with the Hyper ECU, this product delivers a noticeably more torque-rich power output compared to the stock engine. The cylinder features an aluminum construction with a cast iron sleeve for enhanced durability. Bore:53.5mm Compression ratio 10.8:1 Stroke:55.6mm (Stock stroke) The S-Stage Bore Up Kit is available in two types: one with a sports camshaft included, and one without. The version without the sports camshaft is intended for users who have already installed the sports camshaft and wish to upgrade to the S-Stage kit.

■ Sports camshaft ※Even on vehicles with a stock engine and stock exhaust, the Hyper ECU is required when a sports camshaft is installed.

Maximizes the performance potential of the stock cylinder head.  
※Even on vehicles with a stock engine and stock exhaust, the Hyper ECU is required when a sports camshaft is installed.

## ■ Hyper ECU

Unlike conventional sub-controllers that work in conjunction with the stock ECU, the Hyper ECU provides full control of the system. Simply swap it with the stock ECU for easy installation. Rev limit:10500rpm

When installing bore-up kits or exhaust components, the air-fuel ratio can deviate significantly from the ideal range. Therefore, it is necessary to install the Hyper ECU to properly adjust the fuel injection timing. The Hyper ECU comes preloaded with multiple tuning maps tailored for SP Takegawa custom parts. Using the included switch, you can easily select, change, or adjust the appropriate map according to your engine specifications. No computer, smartphone, internet connection, or app/software download is required—tuning can be performed simply by operating the included switch. Includes 12 preset tuning maps Furthermore, it is equipped with a fuel adjustment feature that allows overall fuel injection to be increased or decreased within a range of -9% to +9%, adjustable in 1% increments. The rev limit is set at 10,500 rpm by SP Takegawa, compared to the stock limit of 9,800 rpm.

This product is intended exclusively for vehicles equipped with SP Takegawa custom parts. Do not use in combination with engine components from other manufacturers, as doing so may cause engine malfunction or damage. Under no circumstances install aftermarket H.I.D. kits or LED headlights/fog lamps from other manufacturers at the same time. Some ballasts and inverters (voltage converters) emit high-voltage noise that can adversely affect digital circuits, potentially leading to product failure or malfunction. Do not use aftermarket ignition components (such as ignition coils or spark plug wires), as the increased ignition voltage and resulting radiated noise may cause malfunctions or product failure. Do not use aftermarket charging generators, since insufficient output or differing voltage waveforms can lead to damage. Please refrain from installing high-power mobile radio equipment—such as amateur radio transceivers—as this may cause malfunctions. Do not install a headlight ON/OFF switch at the same time.



Sports camshaft



S-Stage Bore Up Kit 125cc  
(Camshafts included)



S-Stage Bore Up Kit 125cc  
(Without camshaft)

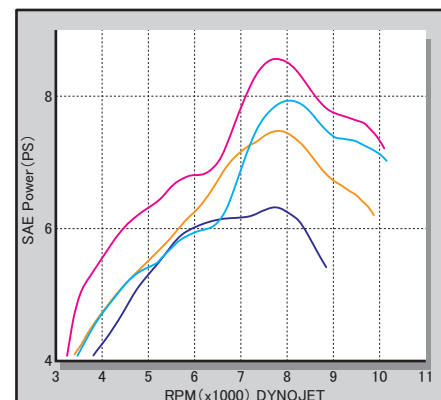


Hyper ECU

Name	Sports camshaft
Applicable model	CRF110F (JE02-1000001~)
Item number	01-08-0059
Price	¥ 20,350 (excluding tax)

Name	S-Stage Bore Up Kit 125cc		
Applicable model	CRF110F (JE02-1000001~)		
Item number	Camshafts included	Item number:01-05-5486	Price: ¥ 43,780 (excluding tax)
Price	Without camshaft	Item number:01-05-0417	Price: ¥ 33,550 (excluding tax)

Name	Hyper ECU
Applicable model	CRF110F (JE02-1000001~)
Item number	05-04-0203
Price	¥ 59,400 (excluding tax)



Test: CRF110F (JE02)  
Use the stock air cleaner box

- S-Stage Bore Up Kit 125cc (Sports camshafts included) + Hyper ECU + Prototype Exhaust system
- Stock engine + Sports camshaft + Hyper ECU + Prototype Exhaust system
- Stock engine (Stock camshaft) + Hyper ECU + Prototype Exhaust system
- Stock engine + Stock Exhaust system

## ■Hyper ECU

CRF110F (JE02-1000001~)

Unlike conventional sub-controllers that work in conjunction with the stock ECU, the Hyper ECU provides full control of the system.



Equipped with built-in preset maps that allow settings to be selected via a switch.

# HYPER ECU

Simply swap it with the stock ECU for easy installation.

The unit features a built-in overall fuel adjustme.

No PC or smartphone device is required.

No app or software downloads via an internet connection are required.

### ■Hyper ECU Detail

■Simply swap it with the stock ECU for easy installation.

The Hyper ECU uses the same connector as the factory unit, so no wiring modifications are required. Installation is as simple as replacing the stock ECU with the Hyper ECU.

■Built-in Preset Maps Compatible with a wide range of engines, from stock to fully customized.

The Hyper ECU contains preloaded maps tuned for various custom specifications.

Using the included switch, you can easily select the desired map without the need for a computer, smartphone, internet connection, or any app/software downloads-everything is done via the switch. ■12 Built-in Preset Maps

■What Hyper ECU is the differences than conventional injection controllers.

Conventional injection controllers (sub-injection controllers) are inserted between the genuine ECU and adjust the signals from each sensor (ignition timing/engine temperature, etc.), fuel adjustment (fuel injection time/fuel acceleration injection, etc.), and idling area.

The Hyper ECU completely replaces the stock ECU and takes direct control of all sensor inputs, fuel delivery, and ignition timing.

By selecting the preloaded tuning map that matches your specific engine configuration, you can unlock maximum power output across the entire RPM range.

The Hyper ECU, like the stock ECU, allows kick-starting and riding even when the battery is dead (for emergency use only).

Starting the engine with a dead battery is intended strictly for emergency use.

Riding for extended periods with a depleted battery or using the ECU in a battery-less setup may result in engine malfunction or damage.

Do not use the Hyper ECU on vehicles with a dead battery or in a battery-less configuration, except in emergency situations.

■The unit features a built-in overall fuel adjustme

For vehicles equipped with SP Takegawa custom parts (engine/muffler), selecting a built-in preset map completes the basic tuning. However, depending on the vehicle's usage, fine adjustments to the fuel tuning may be necessary. Therefore, the Hyper ECU includes a built-in fuel tuning adjustment function that allows overall fuel tuning to be increased or decreased within a range of -9% to +9%, adjustable in 1% increments.

■Rev limit The rev limit is set at 10,500 rpm by SP Takegawa, compared to the stock limit of 9,800 rpm.

This product is intended exclusively for vehicles equipped with SP Takegawa custom parts.

Do not use in combination with engine components from other manufacturers, as doing so may cause engine malfunction or damage.

Under no circumstances install aftermarket H.I.D. kits or LED headlights/fog lamps from other manufacturers at the same time.

Some ballasts and inverters (voltage converters) emit high-voltage noise that can adversely affect digital circuits, potentially leading to product failure or malfunction.

Do not use aftermarket ignition components (such as ignition coils or spark plug wires), as the increased ignition voltage and resulting radiated noise may cause malfunctions or product failure.

Do not use aftermarket charging generators, since insufficient output or differing voltage waveforms can lead to damage.

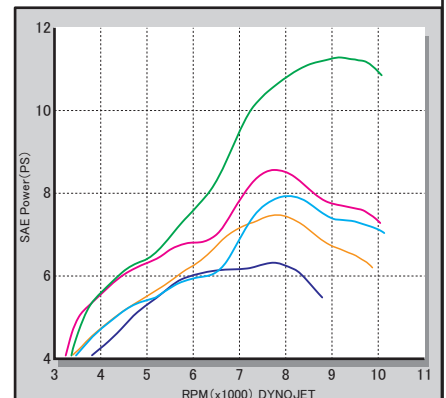
Please refrain from installing high-power mobile radio equipment—such as amateur radio transceivers—as this may cause malfunctions.

Do not install a headlight ON/OFF switch at the same time.

■The Hyper ECU is also compatible with the upcoming 'Big Throttle Body Kit (Φ28)', which will be released soon.



Name	Hyper ECU
Applicable model	CRF110F (JE02-1000001~)
Item number	05-04-0203
Price	¥ 59,400 (excluding tax)



Test: CRF110F (JE02) Use the stock air cleaner box

■Hyper S-Stage Bore Up Kit 125cc  
(Big Throttle Body included)  
+ Prototype Exhaust system

■S-Stage α Bore Up Kit 125cc  
+ Prototype Exhaust system

■Stock engine + Sports camshaft  
+ Hyper ECU + Prototype Exhaust system

■Stock engine (Stock camshaft)  
+ Hyper ECU + Prototype Exhaust system

■Stock engine + Stock Exhaust system

MAP NO.	MAP Detail ※This product is intended exclusively for vehicles equipped with SP Takegawa custom parts. Rev limit:10500rpm
1	Stock engine + Stock Exhaust system
2	Stock engine + Prototype Exhaust system
3	Stock engine + Big Throttle Body + Stock Exhaust system
4	Stock engine + Big Throttle Body + Prototype Exhaust system
5	Stock engine + Sports camshaft + Stock Exhaust system
6	Stock engine + Sports camshaft + Prototype Exhaust system
7	Stock engine + Sports camshaft + Big Throttle Body + Stock Exhaust system
8	Stock engine + Sports camshaft + Big Throttle Body + Prototype Exhaust system
9	S-Stage 125cc + Sports camshaft + Stock Exhaust system
10	S-Stage 125cc + Sports camshaft + Prototype Exhaust system
11	S-Stage 125cc + Sports camshaft + Big Throttle Body + Stock Exhaust system
12	S-Stage 125cc + Sports camshaft + Big Throttle Body + Prototype Exhaust system