



## CZ 125 to 150 upgrade

Here's how to convert a CZ 125 to 150cc.

### **You will need the following: -**

- CZ 125 bottom end
- 4 x CZ 175 studs
- A CZ 175 piston and rings
- A CZ 175 cylinder block
- CZ 125/175 top end gaskets

**How it works:** The stroke of a CZ 125 is 58mm and the stroke of a CZ 175 is 65mm BUT the gudgeon pin hole on the CZ 175 piston is 17mm lower down than on the CZ 125 piston. This means that the piston comes up 2mm short at TDC and 4mm short at BDC. The engine will run with this.

Fit the 175 piston and rings onto the CZ 125 bottom end and fit the studs.

**Now for the cylinder block:** As the piston runs 4mm high at BDC it means that it closes the ports off early. Unless you use a reverse cone stone in a power drill to chamfer a 45 degree 4mm port lift on the exhaust port, the engine will ceiling in 1st gear at 15 MPH (early). With the port lifted it should do 19 MPH in 1st gear.

Fit the cylinder block. Now the engine will run with the CZ 175 head but compression will be lower than normal due to the 2mm. gap at TDC. It will still start 1st or 2nd kick though.

I've tried both, and the CZ 125 head gives a bigger hike in power output. The engine is now 58mm x 58mm which equals 153cc in all.

**The Carb settings:** I've left the carb as the bike came with but it should run with CZ 125 jets and settings. If the throttle lags then fit the 55 pilot jet. Main jet should be an 88 but an 98 from a 175 would work also if a K&N or other high flow filter system is fitted. I always use the JIKOV carb instead of the useless AMAL item.

Also make sure than the baffle in the silencer has the flat at the front and not the rear. If the hole is at the front the engine will not run properly.

As CZ 175 parts seem to be more common than CZ 125 parts, this is a convenient repair or upgrade to a CZ 125. A sort of big bore kit.

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