

Honda RS125 ECU Cross Reference

Parts	Decision criterion	'95	'96	'97	'98	'99
CYLINDER	Cylinder hallmark			Head number 6	Head number 7	Head number 8
CYLINDER HEAD	Plug bearing surface			Quantity rising	Quantity rising	Quantity rising
ECU	Type turn entry	C1662	C1662	C1662C	C1708	C1708
CAB	Cab hallmark				O9AA	O9AA

Parts	Decision criterion	'00	'01	'02	'03	'04
CYLINDER	Cylinder hallmark	Head number 9	Head number 0	Head number 1	Head number 1or2	Head number 4
CYLINDER HEAD	Plug bearing surface	Quantity rising	Sinking Type	Sinking Type	Sinking Type	Sinking Type
ECU	Type turn entry	C1708	C1708B	C1708B	C1708B	C1708B
CAB	Cab hallmark	O9DA	O9JA	10JA	11JA	12JA

Japan switched to unleaded in accordance to FIM regulations in 97. HRC put out an expensive unleaded conversion kit for pre 97 bikes and most people simply switched to unleaded heads, needles, ECU and retarded timing. The only way to tell the differences b/t heads is to compare a leaded and unleaded or if you can, measure volumes - the unleaded head will have more volume (i.e. less compression) than a leaded head.

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