

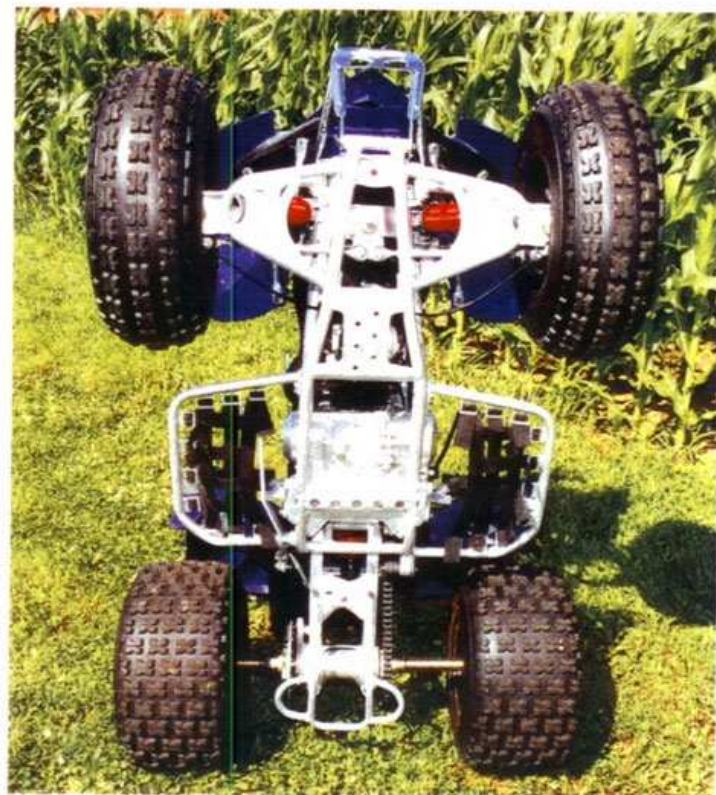
Jackel Motorsports 110R



A solid performer that packs a great value

[By Mike VanScoyk]

Jackel Motorsports has been producing off-brand ATVs, minibikes and scooters overseas for quite some time, and has a large presence on the internet, a vast dealer network and advertisements on many websites regularly visited by ATV enthusiasts. Our curiosity was piqued about Jackel and its machines, and we decided that it was time to review one for ourselves. After a quick once-over of our test unit—the 110R—it was easy to understand the reasoning behind Jackel Motorsports' claims that it is the leading off-brand importer.



[Left: After a quick once-over of our test unit—the 110R—it was easy to understand the reasoning behind Jackel Motorsports' claims that it is the leading off-brand importer.]

[Left Bottom: The chassis and suspension are as solid as they come, with Japanese components that could be at home on any of the big four OEMs.]

As any owner of a new ATV should do, we took the time to check the oil, top off the tank and look for loose bolts before heading out in the back field for a quick test ride. We were happy to see an almost full-size filler neck on top of the one-gallon fuel tank. Like most riders, we like to know when we're about topped off so precious—and expensive!—gasoline doesn't spout back up at us. Many off-brands are similar in size and structure, but small details like this is what sets these ATVs apart from the "big boys". It was during a conversation with Jackel Motorsports reps that we were given a list of 20 or so other details we not only didn't notice, but hadn't even thought of. For instance, unlike the wave of small importers flooding our shores with off-brand ATVs, Jackel Motorsports is an actual manufacturer, and is taking U.S. customs laws and EPA regulations seriously by equipping the Jackel 110R with smog equipment like a catalytic converter and EGR system.

APPEARANCE / ERGONOMICS

After a quick lap we gave the Jackel 110R a thorough tire kicking, knee dropping and bar yanking, which it passed with flying colors. The blue injection-molded plastic on our test unit seems like it will hold up to some serious abuse, and we consider it of OEM quality (the machine is also available in silver). The body lines are straight and the plastic fits cleanly and in line with the seat. Headlights are mounted securely to the frame so they don't weigh the fenders down. Controls are right where you'd expect them to be, with the starter button on the left next to a kill switch and headlight toggle. The left hand brake operates a linkage at the rear disc brakes' master cylinder, while the right hand brake operates the front drums using two complete cables from each front wheel, not a complicated three-cable system



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[Operating the throttle is easy due to the short and straight throttle cable and a flawless Mikuni round slide carburetor.]

like we've seen on most Japanese offerings in the mini class. Very close copies of the famous ITP Holeshot sport tire are mounted on gloss black rims at each corner and give a racy stance to the machine—a welcome change from the, shall we say, not-quite-up-to-par rubber we've seen come stock on various off-brand minis in the past. A flat black exhaust really rounds out the look of the Jackel, and it will last years longer than many other off-brands' cheap chrome jobs that are prone to rusting. Mini nerf bars allow plenty of room for our test rider's boots and provide adequate protection.

STARTING

The Jackel 110R starts easily—only half a second after pushing the electric starter button the cold engine roared to life. Well, not really a *roar*—more like a purr. The engine was so quiet and idled so smoothly that you almost had to be sitting on the 110R or within ten feet of it to know it was running. We attribute most of this to the catalytic converter and EGR system. A quick stab of the thumb throttle in neutral allowed the engine to reach normal pitch for a small thumper that still should not offend the neighbors.



[The 110R is a solid performer on the trail; it did everything we asked of it and it begged for more.]

ENGINE

The 110R's four-stroke, 107cc engine is smooth and creates good power off idle through the midrange. Top-end power is not where it could be, though, and we suspect that the EGR system and catalytic converter are the culprits. Operating the throttle is easy due to the short and straight throttle cable and a flawless Mikuni round slide, but keep the revs down because the conventional Honda clone four-stroke will vibrate at higher rpm. This proven engine is similar to the original Honda Z50 design of the late '60s and is very close to what you'll find in 99% of hopped-up pit bikes today. The endless supply of aftermarket exhausts and engine components for those pit bikes and minis means it shouldn't take long to adapt any of them to the Jackel 110R.

CHASSIS / A-ARMS

The chassis and A-arms are decent performers, with geometry claimed to be scaled down from the YFZ450. Very few of the welds will remind you that the parts for the 110R are made in China—most are clean and flow equally to the joining pieces. The conventional dual A-arm front suspension utilizes the shock's full travel and is dampened just right for mini riders who want serious trail time, soaking up rocks, logs and the occasional light jumping. The rear swingarm is constructed of boxed steel, a fully gusseted shock mount and features a Honda-style chain adjustment complete with grease zerk fittings in the bearing carrier as well as the pivot bolt. Rear dampening is on par with the front suspension and features a linkageless coil-

over to soak up the terrain. The chassis and suspension are as solid as they come, with Japanese components that could be at home on any of the big four OEMs.

TRANSMISSION

The centrifugal clutch works flawlessly but also seems to have a notchy feel while shifting, which is also more frequent due to the 110R's final gearing, which we believe is too tall. We found our test riders were shifting often to keep in the powerband due to a tall third gear and seemingly wide spacing from second. The automatic reverse lockout on the 110R works flawlessly; we were surprised to see no extra cables or levers up to the bars or sticking out of the plastic to engage reverse. We were a little leery at first, since we're still used to dancing a jig, facing east while grabbing a lever on the left side with your right hand while rocking the ATV to shift into reverse, which is how you did it "back in the day". Numerous attempts were made to fool this lockout system by getting our test riders to coast down various hills in neutral while trying to shift down to reverse. We never did get to see anyone go over the bars. The system will only work in neutral at idle and while shifting down to engage reverse, the back-up beeper and indicator light made you confident you were fully engaged and ready to back off the trailer or out of a jam.



[The 110R's four-stroke, 107cc engine is smooth and creates good power off idle through the midrange.]

OUT ON THE TRAIL

The 110R is a solid performer on the trail: it did everything we asked of it and it begged for more. Jackel would like to eventually race the 110R. It's not quite there yet in stock form, but it's a solid offering for a fair price (\$1649 MSRP). With OEM reliability, decent performance and styling similar to mini ATVs with price tags hundreds of dollars more, the 110R is definitely on the podium at our track.

As impressed as we are with the 110R, we're equally impressed with Jackel as a company: it seems to have the quality and commitment that some of the other off-brands just can't approach.

CONTACT INFORMATION

For further information, contact Jackel Motorsports at 1233 N. Post Oak Rd., Houston, TX 77055, phone 888 / 529-8629, fax 713 / 862-9189, email sales@jackel.com, or visit their website at www.jackel.com.

SPECIFICATIONS: JACKEL MOTORSPORTS 110R

- **MSRP:** \$1649.00
- **Engine:** Single-cylinder, 4-stroke, air-cooled
- **Transmission:** 3-speed w/reverse, chain drive
- **Displacement:** 107cc
- **Dimensions:** 61" L x 35" W x 37" H
- **Wheelbase:** 41"
- **Net weight:** 256 lb.
- **Seat height:** 28"
- **Front Tires:** 18 x 9.5-8
- **Rear Tires:** 19 x 7-8
- **Front Brake:** Drum
- **Rear Brake:** Disc
- **Fuel tank capacity:** 1 gal.
- **Max. speed:** N/A