

That sure is a lot of parts you need, but I think we have them all in stock.

Yeah, my bike is so worn out I figured I'd better replace everything. By the way, what's that all come to?

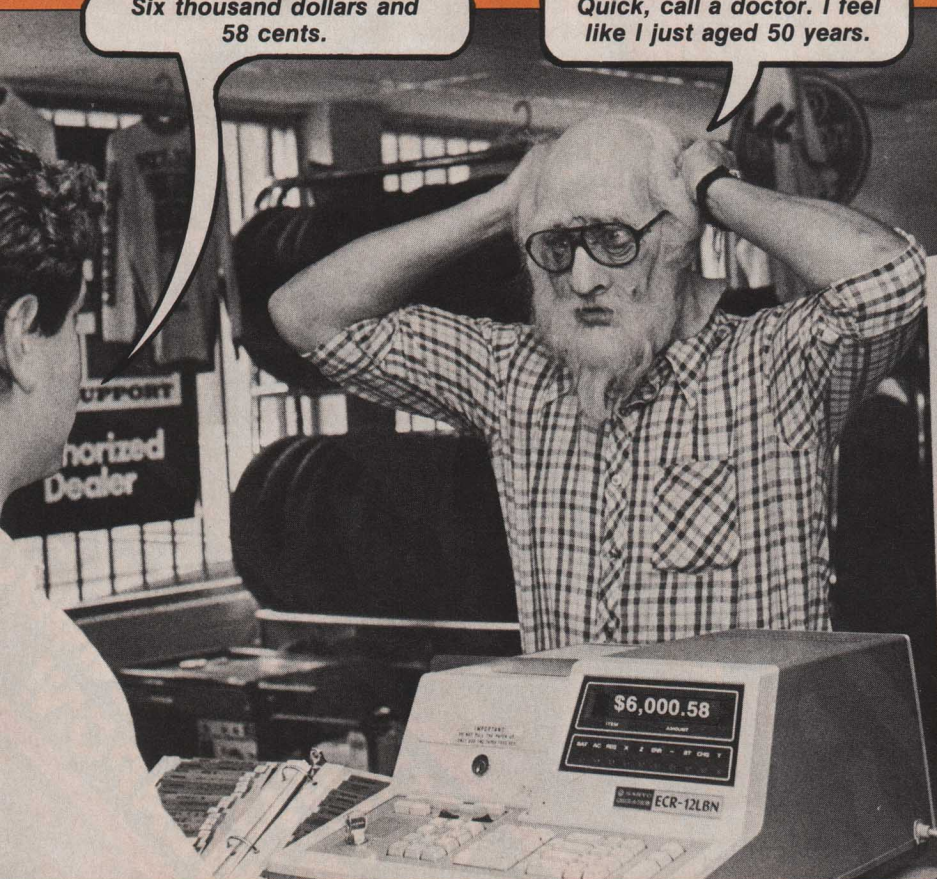


# WO A \$6 HONDA

*Bits & pieces expose*

Six thousand dollars and 58 cents.

SIX THOUSAND WHAT! Quick, call a doctor. I feel like I just aged 50 years.



FRONT FENDER—\$4.89

FRONT WHEEL & BRAKE ASSEMBLY—\$361.04

FORKS—\$551.53



# OW! 6000 A 250!

By the Staff of *Dirt Bike*, with special thanks to Nick Hale

**H**ave you ever walked into a motorcycle shop and ordered a part, only to be shocked when the parts man rang up the cash register? Sure, you know there's a markup on spares, but did you ever wonder how much? And what would a bike cost if you ordered it one piece at a time?

These puzzling questions have bothered the inquisitive staff of *Dirt Bike* for a long time, so we set about finding out the answers and put aside the mysteries of the universe for the moment.

We chose a CR250 Honda for our experiment because there are so many of them out there. Not only that, but we had a buddy at a Honda shop with access to a microfiche.

Anyway, for whatever it's worth, here are some surprising numbers that might amuse you for a while, and possibly settle a few arguments in the process.

Pricing on odd parts is just that, odd. For example, second gear sells for only \$15.19 and a petcock goes for \$16.01. An optional parts kit for the Keihin carb clocks out at \$81.71 and the complete carburetor sells for \$98.07. A gas cap is \$9.00 and the little rubber tank hold down is \$5.17.

A complete pipe assembly including the muffler is \$145.27, while the trick aluminum silencer is only \$31.02. How about the gas line, couldn't be much? Try \$2.39. The kickstarter assembly is \$29.27,

but buy just the little kickstart knuckle and it's 17 smackers.

For the frame, not including forks or swingarm, the tag is \$570.33; \$426.81 for the main section and \$143.52 for the rear half. Forks—hey, what a deal. Try \$551.53 for the works. Each side goes for \$186.28 (less the clamps).

Need a front fender? Under \$5.00. Course, a rear fender goes for \$25.55 and the little mud guard for a mere \$10.99. Your front numberplate looking ugly? Well, for \$18.24 you can have a new one. How about a ripped or worn-out seat? Fork out 90 bucks and don't sit for months. Side panels? A tasty \$21.80 per side, no problem.

Let's say you crash and destroy your entire front wheel and brake assembly. Step up and ask the price—only \$361.04. Now, that includes the tire and tube. Is your bike starting to swap? A fresh shock would sure be nice. That goes for \$260.00. A magneto cover retails for \$5.97 and the clutch cover pops for \$67.57.

Just imagine if some jerk stole your radiators and gas tank. Pretty likely, no doubt about it. A check for \$342.63 would cover the damages. Chump change.

Say one day you wash your bike and are suddenly hit with amnesia. A couple of swell guys come over and decide to borrow your engine for a year or two. Then, just as suddenly, you're back to normal and have an engineless Honda. Give or take a few bucks, \$1600.00 should get you a new one. Of course, that's buying it by the part and assuming the thieves left the upper CDI unit and drive chain.

Now your good luck has just gone sour. By the strangest coincidence, one day your rear wheel and swingarm go up in flames. All that's salvageable is the front half of the bike. Everything under the rear fender and from the airbox back has melted. Shock, swingarm, linkage, wheel, hub, tires—everything! About \$1100.00 will shape that baby right up.

### NERVOUS BREAKDOWN

Hopefully, Honda will have a good sense of humor about this little mock-up. You see, Yamaha, Kawasaki and Suzuki all would have been fun to do, but time killed that option. With an inside at a local Honda dealership, the parts prices and breakdowns were readily available. All the other manufacturers' prices would fit into the same boat—expensive. Anytime you piece out a bike by the part, the cost adds up quickly.

Once we priced every part on the CR250, the cost hit an astronomical \$6000.00 plus. This may not be exact, but it's close. Oddly enough, the entire bike sells for only \$2200.00. After working this jigsaw puzzle out, we'd say that's quite a deal. Save big bucks and about a month's time in ordering and assembly of the pieced-out machine. Buy it whole. □

