

PROJECT PRO-CIRCUIT HONDA CR250



BUILDING THE RJ REPLICA

Making the best 250 of the year... a monster

By the Staff of DIRT BIKE

It is fact that the Honda CR250 is the best deuce-and-a-half motocrosser this year, and that Team Honda is dominating the race action in these ranks. It is also a fact that Ricky Johnson is the hottest rider of the year. So, with that in mind, we decided to make our Honda CR250 into a Ricky Johnson factory replica. This may seem like a tough chore, but Ricky runs a full Pro-Circuit engine kit on his practice bike and a Pro-Circuit pipe on his works production racer. The Pro-Circuit people also offer suspension mods, trick "illegal" aluminum parts that Ricky, David Bailey and Gary Bailey run on their practice scoots, and a host of other little goodies that make the CR250 a mind blower to look at... and ride.

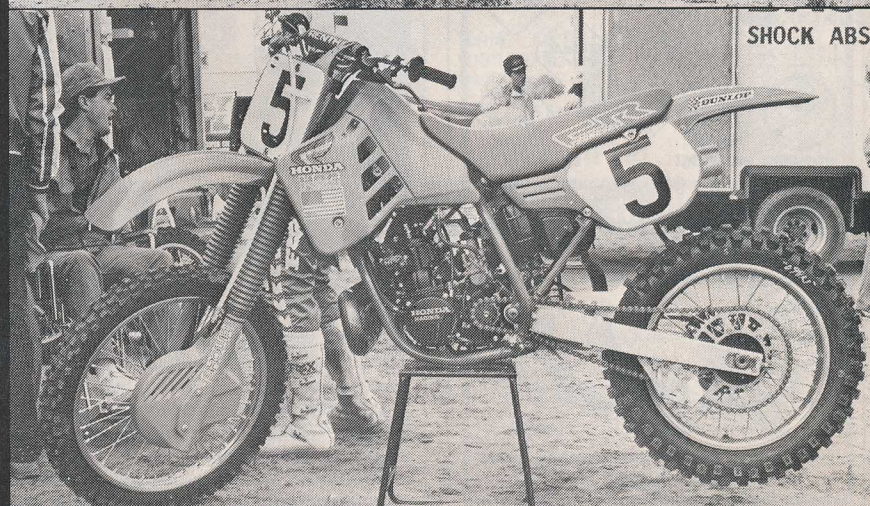
THE MOTOR

Pro-Circuit feels that the Honda has an excellent powerband, but for the serious racer it needs more, everywhere. They remachined the head looking for more compression. The cylinder got a total port job, one that has been tested by RJ himself, and a Pro-Circuit power pipe was fit onto the machine. They tossed the stock air filter into the trash and replaced it with a Twin Air unit, dropped the mainjet down to a #170 and turned the air screw 1-3/4 turns out. The results? Astounding! The bike bolts off the bottom with a vengeance and is much harder and more brutal than the stocker. It flows into a mid-range snap that knocks your head back and revs out a shade further than the stocker. It's a rideable powerband that has taken team riders to numerous Supercross wins and gives the Honda the needed punch to win under the tutelage of the local Pro. Good stuff.

BOINGER MODS

The weak link in the Honda's artillery is the rear shock. Pro-Circuit hard-coats the shock body. This keeps the shock body from swelling and prevents the oil from being contaminated by the aluminum. The stocker lets oil blow by the piston, which will dramatically alter the damping characteristics. It's completely revalved, and they used Showa shock oil during the rebuild. This modification keeps the damping uniform, and the revalving is better suited for motocross use. In a nutshell, it works great! Considering all the stock hardware that is used, we can't understand why it doesn't come this way from the factory.

There's not a lot to snivel about with the Showa forks—they're great. Pro-Circuit stiffens the compression damping and fiddles with some minor preload changes, and runs Showa SS7 light fork oil. The improvements are subtle but noticeable. It makes attacking the gnarlies that much easier.



With the exception of the forks, our Pro-Circuit Honda CR250 (above) closely resembles Ricky Johnson's factory machine (below). In fact, Pro-Circuit fit our machine with an "illegal" aluminum banana swingarm and alloy subframe, plus Renthal "silver" RJ bars.

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REPLICA



Up front, Pro-Circuit changes the oil to Showa SS-7. These cartridge units are the best dampers on the market. The disc/fork guards are important items; they keep the thin fork legs from getting dented by rocks.



The "works" banana swingarm not only looks wild, it saves some weight and is actually stronger than the stock unit. Ricky Johnson, David Bailey and Gary Bailey all run them on their practice machines. The aluminum chain strengthener keeps the drive chain in line, is lightweight and works. Pro-Circuit's aluminum subframe section shaves some precious weight off the machine and is mondo trick.



◀Tom Webb raced the Pro-Circuit machine and was quoted as saying, "No wonder RJ wins. I couldn't keep the front end down. It's as though you're strapped to an F-14's wing; my arms got stretched four inches. Anybody got a 29mm Jikov carb lyin' around?"

◀By hard-coating the Showa shock and revalving the unit, Pro-Circuit has accomplished what Honda could not—they have kept the damping consistent. Here's District 37 Enduro Champ Rob Mescher putting the Honda through its paces during a Grand Prix.

TRICK HARDWARE

Pro-Circuit sells two super-expensive items for the Honda that are real lip twisters. You won't feel a huge improvement in the performance, but you can show up at the track and have people standing around your truck with their tongues hanging out and drooling. Their aluminum rear subframe and tapered aluminum swingarm look like they were stolen off the '85 works machines. Both items are lighter than stock, and the swingarm is stronger. But more importantly, they look awesome. They're priced high, but we had to have them on our bike.

Pro-Circuit's chain guide is a machined aluminum piece that not only looks trick, but strengthens the stock unit. The fork protectors are three-piece units that prevent damage to ultra-thin Showa legs. Pro-Circuit's Technosel seat kit has denser foam than the stocker and is said to last twice as long. Lastly, we threw on a set of ultra-boss silver Renthal bars that RJ has been using. These aluminum bars are light and extremely strong.

So, in the end, we transformed an excellent racer into a full-blown, rideable works bike that is faster, handles better and is trickier than an Indy car. Yes, the mods are expensive. But to the serious rider, they are well worth it in the long run.

1986 HONDA 250 ENGINE MODIFICATIONS

Pro-Circuit power pipe	\$138.00
Porting and head mods:	
Cylinder	150.00
Head	50.00

CHASSIS PARTS

Swingarm	\$300.00
Aluminum subframe	150.00
Twin Air filter	15.95
Rear shock mods	150.00
Fork mods	55.00
Pro-Circuit fork protectors	34.95
Pro-Circuit chain guide	19.95
Renthal Honda handlebars	34.95
Technosel seat	59.95

For more information contact Pro-Circuit, 4212 E. LaPalma, Anaheim, CA 92807; (714)993-5400. □