

STAYIN' ON TIME

Installing a dash & giving it a face lift

By the Staff of DIRT BIKE

In the first part of "Project CRX" we accomplished one of the most critical steps in making a true "woods" machine. We actually lowered the seat height by modifying the front damper rods and shortening the shock travel 20mm. Basically, this lowered the machine to about the same height as a KDX200. Progressive Suspension supplied us with fork springs that cater to woods riding. They are more supple on the small bumps, roots and rocks and then firm up nicely on the crusher hits. White Bros. modified the stock shock in both the valving and the travel. In the end our Honda CR250 sits low, still has well over ten inches of travel, and now rails through the trees like a slot car.

We installed an Acerbis headlight and the Countdown speedo kit. Although the light doesn't work, it does protect the speedo assembly from getting brush whacked. We also added a number of touches such as a disc protector, Blue Thunder "grooved" sprockets, Tsubaki O-ring chain and a rear-fender-mounted tool bag. We tried several options on the machine, some of them catering to Western riders. Also, we tidied up the actual timekeeping hardware by mounting a new Countdown computer. The nice thing about the Countdown unit is that it's a pacer, flashes "possibles" and shows the seconds in case of a tie-breaker check.

BARK BOPPIN'

Because the stock CR engine is a low-end snapper, we left the gearing stock. In extremely tight situations it required very little clutch work, and you can actually torque up

nasty sections. Everyone felt the motor was perfect for enduro work, and its only shortcoming was the lack of top speed caused by the close-ratio transmission.

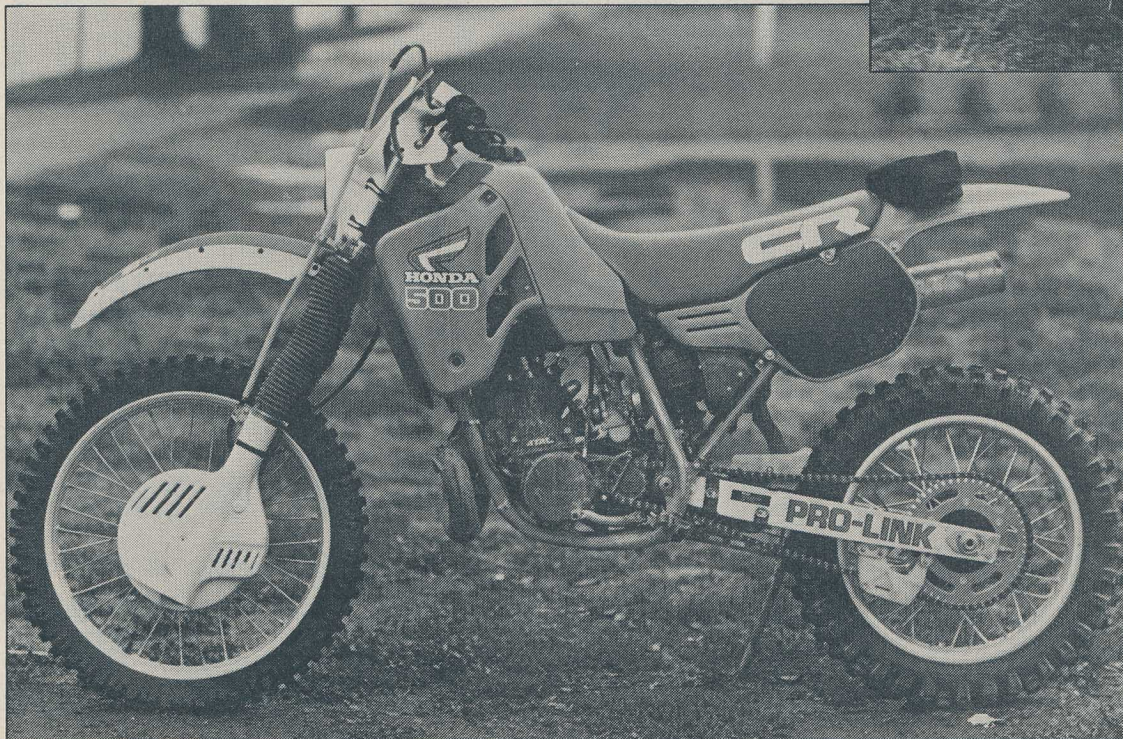
With the lowered chassis and modified suspension ends, the CRX works like a true winner. The Progressive springs at both ends make the machine super-plush, and the White Bros. valving on the shock lets it suck up slippery roots and rocks like a sponge, yet it will absorb the killer hit, too. It turns like a greased weasel, feels as light as a ten-speed bicycle, and makes slamming through trees, mountains, rivers and rocks a pure joy.



Tight and ugly terrain is handled much easier than on a stock CR, simply because of the lowered chassis. Our bike has the same ride height as a KDX200.



With good power, a lightweight chassis, and its superior trailside manners, Project CRX is an absolute gas to play on. It's nimble, quick and handles as an enduro bike should.



◀ *The larger CR500 gas tank and radiator shrouds line up perfectly, with the exception of the bottom holes on the shrouds. We had to zip-tie them on. A set of Blue Thunder sprockets, Tsubaki chain, a Chase Harper tool bag and Pro-Circuit spark arrestor helped get our CRX enduro-ready.*

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M-X FOX

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Coors POWERED

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Dept. A

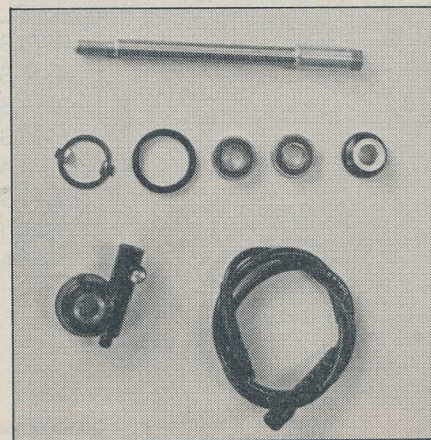
PROJECT CRX, PART II



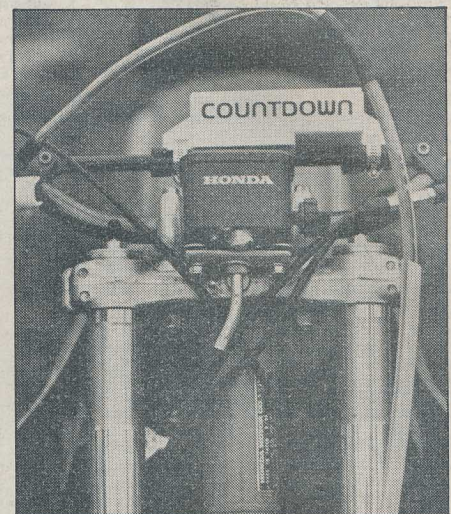
◀ With a 20mm spacer on the front damper rods and the Progressive Suspension springs, the front end worked flawlessly.



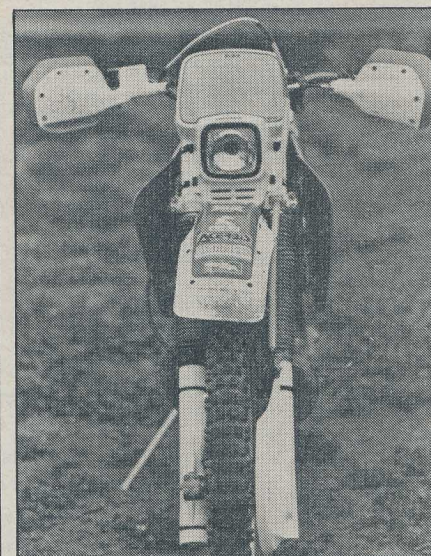
Everyone who rode the CRX felt it turned much better than a stock machine but was a shade top heavy. This was probably due to the larger gas tank and enduro paraphernalia mounted on the bars.



Here's the Countdown speedo kit. It consists of new bearings for the hub, axle, drive unit, cable, seal, spacer and drive gear. It's a pain to install, but the only way to run a mechanical drive unit.



We made a special speedo mount, but Countdown offers a sano unit with the kit. The longer brake line is a must; you can see how it loops over the speedo head.



Up front we fit on Acerbis hand guards, fender and extension, and headlight and fork guards from Malcolm Smith. We used Rentalhas bars, Scott grips and a brake line from an XR350 that looped over the Countdown speedo kit.

In the end our Project CRX is a success. You can enter this machine in an enduro and be competitive. It's lighter than most of the competition, has an easy-to-ride powerband, sits close to the ground, and is a gas to play on. Our big problem now is that everyone wants to ride it instead of their regular enduro mounts. Oh well . . . □

PRICE LIST

Countdown: 7539 Topanga Canyon, Canoga Park, CA 91303; (818)348-8381	
Speedo kit	\$117.00
Chase Harper tool bag	29.95
Thee computer	200.00
Circle Industries: 17901 Arenth Ave., Industry, CA 91748; (818)965-1622	
Blue Thunder sprocket	
Front	\$18.95
Rear	46.95
American Honda Motor Corp: 100 W. Alondra Blvd., Gardena, CA 90247	
XR350 front brake line	\$46.05
Malcolm Smith Products: 7563 Indiana Ave., Riverside, CA 92504	
Front disc guard	\$15.95
Skid plate	46.65
Acerbis front headlight	30.75