

**250 SHOOTOUT** HONDA XR250 vs. YAMAHA WR250F vs. TTR250 vs. YZ125 vs. SUZUKI DRZ250 vs. KAWASAKI KDX220 vs. KTM 200EXC

**DIRT BIKE**  
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# DIRT BIKE

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JUNE 2001

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**DIRT BIKE HOP-UP SPECIAL**



# BBR'S 220-POUND WR250F!

*Losing 20 pounds with an aluminum diet*

*By Dirt Bike's art-appreciation society*



A beautiful cnc'd billet endcap can be removed to clean the screen spark arrester on the YZ250F pipe. While the canister is aluminum, BBR's headpipe and collector are stainless steel.

Lance Smail whips the 220-pound, aluminum-framed WR250F further than he could with the 240-pound stocker. For hardcore off-road work, you'd definitely want to protect those luscious aluminum frame cradles with a skidplate.



If you don't have \$14,000, much less the \$19,500 this bike cost, you probably don't want to know how well this BBR creation handles.

As cool as the all-new Yamaha WR250F is, it's probably the only 240-pound "125" around. That's as much weight as the non-electric-start KTM 520, so the aftermarket is salivating over the WRF like Pavlov's dog in a windchime emporium. It's natural, then, that the aluminum artisans at Brown Brothers Racing would take that magic motor and throw the rest of the WRF into the recycling bin. Having shaved nine pounds by wedging the YZ426F mill into a CR250R frame, BBR decided to do the same thing with the WR250F and a CR125 rolling chassis.

Using a YZ250F engine, the Brothers Brown got the CR250F down to 218 pounds with a "simple" rolling chassis swap, for an instant weight loss of eight pounds. But the WR250F weighs 240, some 14 pounds more than the YZF, and almost all of that weight is attached to the Yamaha's steel frame. Starting with a WR250F and slipping that motor into a CR125 frame, BBR ended up with a woods weapon that weighs right at 220 pounds!

#### MORPH TO THE START

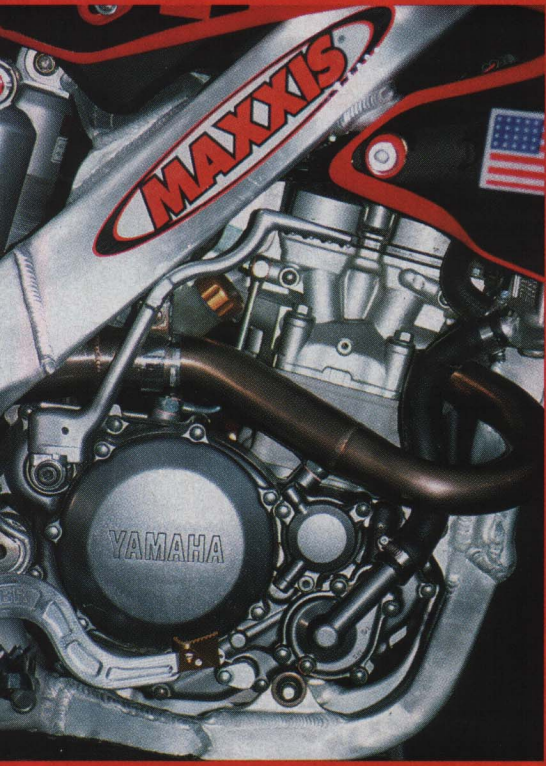
BBR has to modify the motor mounts and completely rework the frame cradle and upper shock mount to make

the 250F motor fit into the aluminum-perimeter frame. Unlike the 426/CR250R conversion featured in our December 2000 issue, the frame is not modified to carry oil, so the motor has to be converted to wet-sump with BBR billet oil-line eliminators. The frame mods will set one back \$3500 if you already own a 2001 250F and CR125R, or BBR will sell you a converted bike for \$14,000. Duane Brown built the first one for himself, but customers have been buying each one out from under him after one test ride.

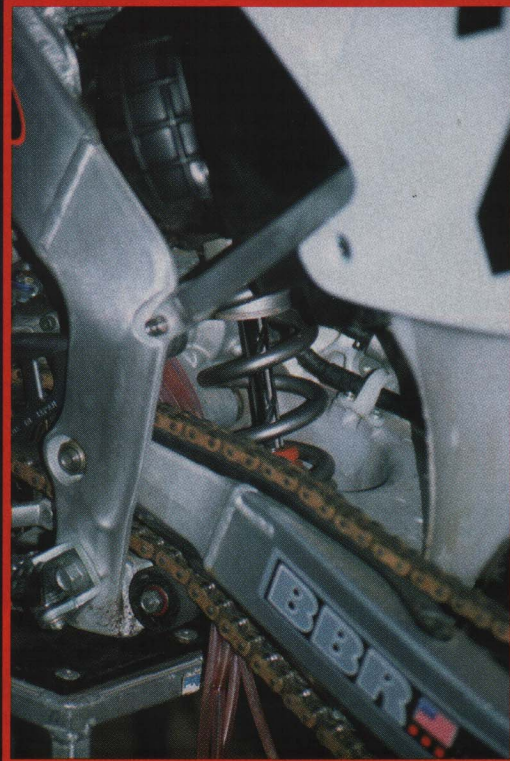
With a real rocket of a motor inside the perimeter frame, the CR's suspension and crisp handling make the basic BBR bike into one that will go full moto or deep-woods wiggling with the best of them. However, you do lose your odometer and 18-inch rear wheel in the conversion.

We were supposed to receive blue plastic from the chromers for this feature, but a shipping snafu had us stuck with the basic CR plastic, so we stuck an Acerbis headlight on the CWR250F and adapted a DRZ400 tail light to the CR rear fender (after these photos were shot). But, being artists, the BBR guys weren't done yet. Why be basic when you have CNC machines and a virtually unlim-

# BBR'S 220-POUND WR250F!



BBR reworked the entire frame cradle and fabricated a new shock tower and motor mounts to accept the WR250F engine. BBR's billet CR brake pedal has a roller bearing to lighten feel and is drilled for a Brake Snake.



Just like on McGrath's YZ250, the shock spring will not attract a magnet, because it's Ti. BBR and the White Brothers carry the new Renton Coil Spring titanium shock springs.



Besides more rigidity, quicker handling and a nine-percent weight loss, the BBR CR125/WR250F conversion provides a better ride position and response to input. Long rides will require an after-market, large-capacity CR gas-tank.

## BBR CR/WR250F PRICE LIST:

CR125R/250F basic convers.	\$14,000
CR125R chassis mod. for 250F	..3500
250F exhaust w/header & SA	...439
CR125R aluminum subframe	....299
YZ/WR250F billet kickstarter	..169
CR billet brake pedal w/bearing	159
CR graphics kit	.....69
Fork revalve	.....150
Fork springs (0.47Kg/mm)	.....89
Ti-Nitride fork tube coating	.....550
Polish/anodize upper fork	.....175
Shock revalve	.....150
Polish/anodize shock body	.....175
Ti shock spring (5.0Kg/mm)	.....500
Maxxis knobbies (f/r)	..68.95/78.95
Billetium hydraulic clutch	....399
Excel black rims	.....299
Polish CR hubs	.....299
Tag Metals T2 handlebars	.....99
Tag Metals billet t-clamps	.....370
Braking carbon fr rotor	.....299
Braking rear rotor	.....129
Sunstar rear sprocket (52T)	.....59
Tsubaki QR Pro-Gold chain	.....79
Works Connection billet t-tube	....50
Motion Pro throttle cables	.....29

### Contact:

Brown Brothers Racing  
19632 70th Ave. S, Bay 3  
Kent, WA 98032; (253) 631-8233

**BRING BAGS 'O  
REMUNERATION**

On this particular machine, another \$5500 went into all sorts of trickery, like the billet BBR gas cap, kickstarter and roller bearing brake pedal, along with BBR's 7075 aluminum subframe. BBR makes its own billet tripleclamps for Yamahas, but this being a Honda, Tag Metals billet tripleclamps got the nod, along with Tag's T2 oversized handlebars.

Since moving into its new world headquarters in Seattle, BBR has spread into suspension servicing. Which makes a lot of sense—if you build custom dirt bikes, you'll need to customize the suspension for the creation and its pilot. BBR revalved the CR's fork and shock for a 233-pounder, coated the fork lowers with Ti-Nitride and polished and anodized the fork internals and shock body. The steel fork springs have a 0.47Kg/mm rating and the titanium shock spring's rate is 5.0Kg/mm. Seattle's own Renton Coil Spring Company makes the Ti springs for Tucker Hibbert's Artic Cat snowcross sled and is getting into motorcycles, and RCS Ti shock springs are available through the White Brothers at (714) 692-3404.

BBR also carved and formed the beautiful 250F aluminum exhaust system with stainless headpipe and a removable spark arrester screen. Largely for looks, BBR also polishes the CR hubs and laces them to black-anodized Excel rims (18-inch rears are no problem). Sponsors Maxxis tires, Braking rotors and Sunstar sprockets round out the wheel department. With the 13/52 gearing, the project bike needed a new chain, so Tsubaki's QR Pro-Gold provides the trickness factor.

A Billetanium hydraulic clutch conversion gives the WRF better manners, and Motion Pro throttle cables further lighten up pull for long days in the woods. Works Connection beefs up the bars with an aluminum throttle tube, and the customer can finish off the conversion with a choice of handguards and chassis armor.

When the last of the aluminum chips have been swept up, you'll end up with a 250cc thumper that's lighter than a two-stroke 250 MXer and as agile through the woods as a CR125. Think of it as an aluminum Picasso. □

# Carbon Tech

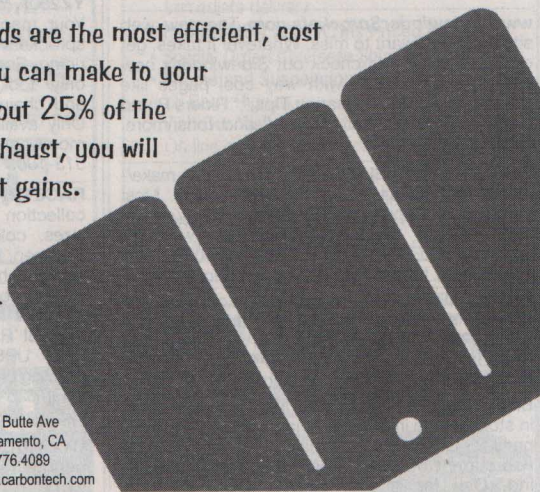
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