

## Ride Engineering Honda CRF250R

By Chris Dvoracek • Photos by Karel Kramer



I recently bought a new Honda CRF250R with the intent of building my own "dream ride" bike for grand prix and WORCS-type racing. I'm not finished with my bike, but after experiencing the Ride Engineering, Dubach Racing, TBT-suspensioned Honda CRF250R, I now know exactly what else I'm going to do to it. When I got the call about doing a dream ride on a WORCS-ready Honda 250F, I nearly whooped with excitement. I didn't know what the bike had on it, but with four-stroke maestro Dubach involved I was pretty sure it was going to be gnarly.

When I saw the bike my jaw dropped! The bike has that purposeful look of a racer, and the Ride Engineering parts added just

the right touch of bling to dazzle a moto kid like me. Everything I've ever wanted in a race bike was there, with only one important part missing: a big tank with a dry-break for a quick pit. Aside from that, this looked like the ultimate grand prix bike. Riding this baby at Milestone Ranch was way better than looking at it! After a couple laps of getting used to the track, I automatically connected with the bike. Everything felt comfortable yet much different than my 250F. On my Honda, the engine quickly flattens out on the top-end, leaving me hurting on high-speed courses. This dream ride never flattened out; even on a long sandy straight the bike kept pulling. I was instantly sold on the engine and was





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very curious about the modifications. Surely this was a full-mod engine? When I found it was stock except for Dr. D's porting and exhaust system, I was stunned in disbelief. There may not be a lot of work done, but there is enough.

What about the suspension? TBT set the suspension stiff for off-road but a little soft for aggressive moto, which left it able to absorb those treacherous little braking bumps. I really like how aggressive I could be without the suspension failing or not keeping up. Suspension setup is key for off-road racing because of the numerous changes in the course. You can

go from deep whoops to tight square edges to a smooth track all within a single lap. TBT set it up spot-on to meet all of those requirements. The last big change I noticed was the revalved Honda damper. I only feel the stock damper in corners. After TBT's mods I could feel it every time I hit a bump. It was great because it was never too stiff in the smooth, yet never too light in the rough. TBT really has the right setup for dampers. This is a race bike with almost no added weight but with adequate protection, full-boost power and great suspension. Add the fact that the bike looks great, and this really is a dream ride!



The combination of suspension and damper mods and the Dubach-boosted motor makes a potent package.

## PARTS

**Ride Engineering:**  
[www.ride-engineering.com](http://www.ride-engineering.com); 800.805.1516

22mm-offset triple clamp set: \$429.90  
 One-piece 7/8-in. bar mount: \$89.95  
 Plastic brake line guide: \$9.95  
 Showa holeshot device: \$69.95  
 Front wheel spacers: \$31.95  
 Rear wheel spacers: \$31.95  
 Axle blocks: \$44.95  
 Brake line clamp: \$31.95  
 Braided-steel front brake line: \$64.95  
 Braided-steel rear brake line: \$54.95  
 Aluminum banjo bolt kit: \$14.95  
 Rear master cylinder extension: \$29.95  
 Front master cylinder cover: \$24.95  
 Rear master cylinder cover: \$21.95  
 Ignition and timing plug kit: \$39.95  
 Oil fill plug: \$19.95  
 Valve cap and rim lock spacer kit: \$24.95  
 Showa compression adjusters: \$84.95

**Dubach Racing Development:**  
[www.dubachracing.com](http://www.dubachracing.com); 877.382.2241

Ti/Ti exhaust system with spark arrestor: \$779.95  
 Hourmeter: \$36.99  
 Forged quick-adjust lever: \$29.95  
 Hot-start lever: \$48.95  
 Radiator lowering kit: \$49.99  
 Cylinder head porting: \$549

**TBT Racing:**  
[www.tbtracing.com](http://www.tbtracing.com); 951.707.7837

Fork revalve: \$215  
 OS bladder kit: \$50  
 5.4kg/mm shock spring: \$110  
 Shock revalve: \$205  
 Steering damper mods: \$80  
 Aluminum preload rings: \$50

**Cyca Racing:**  
[www.cycraracing.com](http://www.cycraracing.com); 800.770.2259

Powerflow intake radiator shrouds: \$38.97  
 Side number plate panels: \$25.97  
 Cyca-lite vented front fender: \$25.97  
 Powerflow replacement rear fender: \$16.22  
 Stadium number plate: \$19.47  
 Stealth handshields: \$29.22  
 Disc cover: \$16.87

**JP3 Graphics:**  
[www.jp3graphics.com](http://www.jp3graphics.com); 781.264.5214

Complete bike graphics and custom number plates:  
 Call for pricing

**LightSpeed Performance:**  
[www.lightspeedperf.com](http://www.lightspeedperf.com); 714.990.5767

Carbon-fiber glide plate: \$199.95