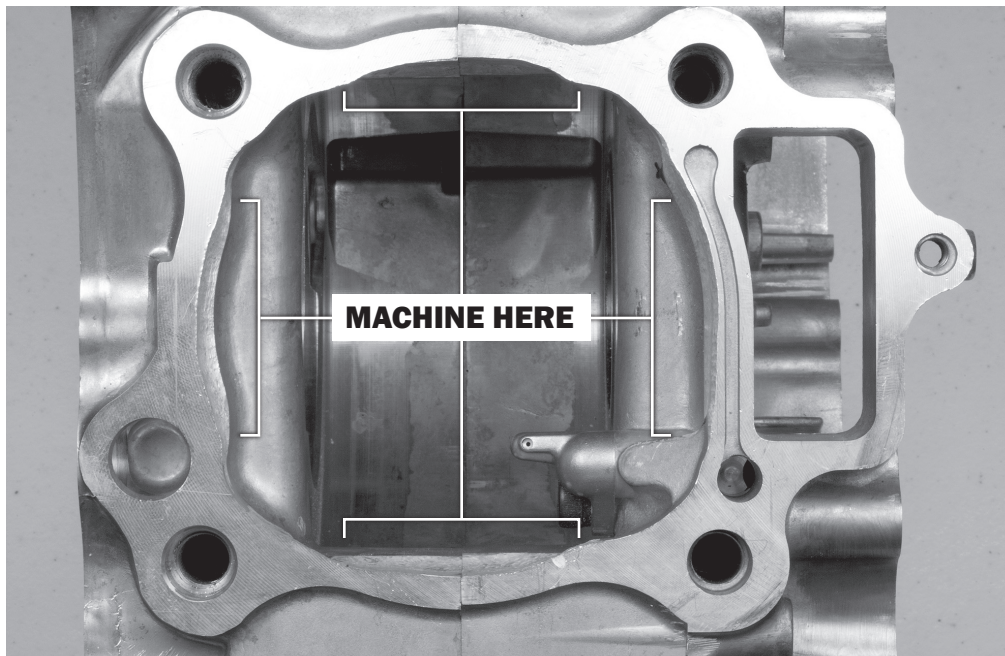


ATTENTION CRF250 – Big Bore Case Modification



The big bore cylinder for the Honda CRF250 will not fit into the opening of the crankcase without machining of the case. The outer ring diameter of the lower spigot (sleeve) has been increased, to maintain wall thickness and strength. The cases will have to be bored 1/2 mm (.020") larger than the outer diameter of the cylinder spigot. Bore the cases where shown so the forward and rearward radius's extend slightly below the longest portion of the cylinder spigot.

The following machine shops can provide this service for you:

Hickman Racing
6821 Fleur Drive
Des Moines, Iowa 50321
515.285.4332

Crank Works
5245 S. Kyrene Road, Ste. 32
Tempe, Arizona 85283
480.897.1746

