



2008 HONDAS

Model	fork tube size (mm)	mfg	fork spring rate (kg)	Std. oil level (mm)	Rear spring rate (kg)	Race sag (mm)	Stock suspension best suited for rider weight	suggestions
CRF150R we suggest Tech-Care Volume Chambers	37	Showa	.36	STD 141 MAX 130 MIN 200	5.1 kg	100 mm	125 lb +/- 10	Forks are soft compared to the rear. TC suggests proper springs and valving for racers weight and ability.
CRF150R Expert we suggest Tech-Care Volume Chambers	37	Showa	.36	STD 141 MAX 130 MIN 200	5.1 kg	100 mm	135 lb +/- 10	Forks are soft compared to the rear. Suggest a .36kg fork spring for better balance.
CRF250R we suggest Tech-Care Oil Lock Bottoming Rings and Volume chambers	47	Showa Twin Chamber	.46	12.5 oz 370 cc range is 320- 416 cc	5.3 kg	100 mm	165 lb +/- 10	Forks have been upgraded for '08. Fork spring rate has been increased with a half millimeter cartridge valve and revised valving. Larger shock piston (50mm). Novice intermediate will need softer springs and revalving. Very aggressive setup for model year 2008.
CRF250X we suggest Tech-Care Oil Lock Bottoming Rings and Volume chambers	47	Showa Twin Chamber	.43	370 cc range is 320- 416 cc	5.1 kg	100 mm	155 lb +/- 10	Suspension is softer on the CRF250X than the CRF250R, most Enduro riders are heavier than 165 lbs, they will need to increase spring rates.

CRF450R we suggest Tech-Care Oil Lock <u>Bottoming</u> <u>Rings</u> and	47	Showa Twin Chamber	.47kg	380 cc	5.5 kg	100 mm	185 lb +/- 10	For 2008, Honda went up to .47kg spring rate which will help balance the suspension. Setup for the expert rider.
CRF-450X we suggest Tech-Care Oil Lock <u>Bottoming</u> <u>Rings</u> and <u>Volume</u> <u>chambers</u>	47	Showa Twin Chamber	.47kg	330 cc	5.5 kg	100 mm	185 lb +/- 10	Fork springs (but not internals) are same as the CRF-450R, but feel plusher due to lower oil height. Shock valving is hash for most trail and Enduro riders. TC suggests valving and spring rate for rider weight and ability.

2008 CRF 450 - New and improved model, One of the biggest improvements is the steering damper, the first production bike to come with one. Increased fork spring rate, revised cartridge internals, 22mm fork offset from 24mm which cured problem complained since 2002, 2mm shorter fork tubes, 500rpm rev increase, increased rear rotor to 240mm which is same as front. Smaller exhaust valves for improved durability and and power control. New improved clutch basket and hub. Two pounds lighter. Most likely the bike of the year.

2008 CRF 250 - New camshaft, higher comp piston, revised cartridges internal parts, increased fork spring rates to balance suspension better, lighter counter balance weight, improved jetting, fastest 250F in class, with 5hp over competitors, with extra power and improved cornering definatley bike of year.

2008 CR 85/125/250 - Not available - they will be missed

2008 CRF150R - minor changes for 08, new cam better durability, revised carb jetting, with new needle, better throttle response, hoping for 2009 aluminum and more competition.

2007 HONDAS

Model	fork tube size (mm)	mfg	fork spring rate (kg)	Std. oil level (mm)	Rear spring rate (kg)	Race sag (mm)	Stock suspension best suited for rider weight	suggestions
CR 85 we suggest Tech-Care <u>Volume Chambers</u>	37	Showa	.26	105mm	4.8 kg	85-90 mm	115 lb +/- 10	Racers around 100 lbs suggest 4.6 spring with revalve. Racers 120 lbs+ suggest .28 fork spring. Racers should revalve for weight and ability
CR-85 Exp we suggest Tech-Care <u>Volume Chambers</u>	37	Showa	.28	100mm	5.2 kg	100 mm	135 lb +/- 10	For 125 lb racer, sugg 5.0 spring, revalve.
CR 125 we suggest Tech-Care <u>Volume Chambers</u>	46	KYB	.44	65mm	4.8 kg	100 mm	170 lb +/- 10	Bike is stiff for most 125 racers. Suggest proper spring rates and valving for lighter riders.
CRF150R we suggest Tech-Care <u>Volume Chambers</u>	37	Showa	.36	STD 141 MAX 130 MIN 200	5.1 kg	100 mm	125 lb +/- 10	Forks are softer compared to the rear. Suggest proper springs and valving for racers weight and ability.
CRF150R Expert we suggest Tech-Care <u>Volume Chambers</u>	37	Showa	.36	STD 141 MAX 130 MIN 200	5.1 kg	100 mm	135 lb +/- 10	Forks are soft compared to the rear. Suggest a .36 fork spring for better balance.
CR 250 we suggest Tech-Care <u>Oil Lock Bottoming Rings and Volume chambers</u>	47	Showa Twin Chamber	.44 tested .43	380cc	5.1 kg	100 mm	170 lb +/- 10	Revalve forks for plusher action, rear shock needs a Tech-Care compression and rebound valving mod. Rear shock is springy.

CRF250R we suggest Tech-Care Oil Lock <u>Bottoming</u> <u>Rings</u> and <u>Volume</u> <u>chambers</u>	47	Showa Twin Chamber	.45	12.5 oz 370 cc range is 320-416 cc	5.3 kg	100 mm	165 lb +/- 10	Forks are more plush for '06. Rear shock is set for heavy or more aggressive racer. Suggest softer rear spring for average rider. Suggest stiffer fork springs for 165 lb expert rider.
CRF250X we suggest Tech- Care Oil Lock <u>Bottoming</u> <u>Rings</u> and <u>Volume</u> <u>chambers</u>	47	Showa Twin Chamber	.43	370 cc range is 320-416 cc	5.1 kg	100 mm	155 lb +/- 10	Suspension is softer on the CRF250X than the CRF250R, most enduro riders are heavier than 165 lbs, they will need to increase spring rates.
CRF450R we suggest Tech- Care Oil Lock <u>Bottoming</u> <u>Rings</u> and	47	Showa Twin Chamber	.46kg	380 cc	5.5 kg	100 mm	185 lb +/- 10	'07 forks are more plush than the '06, Shock valving has been lightened up. Suggest stiffer fork springs for expert racer. 185 lb +, go to .48 or .49. These bikes benefit from a 1.61 kg fork comp. pressure spring
CRF-450X we suggest Tech- Care Oil Lock <u>Bottoming</u> <u>Rings</u> and <u>Volume</u> <u>chambers</u>	47	Showa Twin Chamber	.47kg	330 cc	5.5 kg	100 mm	185 lb +/- 10	Fork springs are stiffer than CRF- 450R, but feel plusher due to lower oil ht. Sugg. valving and spring rate for rider.

2007 CRF 450 - New and improved large 41 mm Keihin carburetor, smaller exhaust valves for improved durability and power control. new improved clutch basket and hub. Two pounds lighter. Most likely the bike of the year.

2007 CRF 250 - New accelerator pump, higher rev limiter (14,000 rpm). Improved clutch basket, not much changed over the 06 still a top running 250 two stroke.

2007 CR 125/250 - No change for 07. Same bike as last year. This is Honda's last year that they will produce the mighty two stroke.

2007 CR 85 - Same as the '06 model. No changes, no improvements. This model has been replaced with the new bike

of the year Honda CRF150. Say goodbye to all your two strokes from Honda.

2007 CRF150R - This is the mini of the year. Times are changing. No comparison to the CR85 two stroke. Much easier to ride and much more power. Just like it's big brothers, the CRF250F and CRF450F. Honda jumped out of the mini class with a new winner. As of 11-04-06, this bike is only legal in the Super-mini Class.

2006 HONDAS

Model	fork tube size (mm)	mfg	fork spring rate	Std. oil level	Rear spring rate	Race sag (mm)	Stock suspension best suited for rider weight	suggestions
CR 85 we also recommended Tech-Care <u>Volume chambers</u>	37	Showa	.26	105mm	4.8kg	85-90	115 lbs +/- 10	Racers around 100 lbs suggest 4.6 spring with revalve. Racers 120 lbs+ suggest .28 fork spring. Racers around 100 lbs, sugg. 4.6 rear spring rate.
CR-85 Exp	37	Showa	.28	100mm	5.2	100	135	For 125 lb racer, sugg 5.0 spring, revalve.
CR 125 we also recommended Tech-Care <u>Volume chambers</u>	46	KYB	.44	65mm	4.8kg	100	170lbs +/- 10	Bike is stiff for most 125 racers. Suggest proper spring rates and valving for lighter riders.
CR 250 we also recommend the Tech-Care Oil Lock <u>Bottoming Rings</u> and <u>Volume chambers</u>	47	Showa Twin Chamber	.44 tested .43	380cc	5.1kg	100	170 lbs +/- 10	revalve forks for plusher action, rear shock needs a Tech-Care compression and rebound valving mod. Rear shock is springy.
CRF250R we also recommend the Tech-Care Oil Lock <u>Bottoming Rings</u> and <u>Volume chambers</u>	47	Showa Twin Chamber	.45	12.5 oz 370 std range is 320-416 or 10.5 to 14 oz.	5.3kg	100	165 lbs +/- 10	Forks are more plush for '06. Rear shox is set for heavy or more aggressive racer. Suggest softer rear spring for avg. rider.

CRF250X we also recommend the Tech-Care Oil Lock <u>Bottoming Rings</u> and <u>Volume chambers</u>	47	Showa Twin Chamber	.43	370cc	5.1kg	100	155 lbs +/- 10	Suspension is softer on the CRF250X than the CRF250R, most enduro riders are heavier than 165 lbs, they will need to increase spring rates.
CRF450R we also recommend the Tech-Care Oil Lock <u>Bottoming Rings</u> and <u>Volume chambers</u>	47	Showa Twin Chamber	.47kg	380 cc	5.5kg	100	195 lbs +/- 10	'06 forks are more plush than the '05, rear shock is light on rebound. Suggest stiffer fork springs for ex. mx 185 lb +, go to .48 or .49. These bikes benefit from a 1.61 kg fork comp. pressure spring
CRF-450X	47	Showa T.C.	.47kg	330 cc	5.5 kg	100 mm	185 +/- 10	Fork springs are stiffer than CRF-450R, but feel plusher due to lower oil ht. Sugg. valving and spring rate for rider.

2006 CRF 450 - Four lbs lighter. Radiators and motors dropped 5 mm for a lower center of gravity. New carburetion. Fork's valving is plusher. 185 lb racer will want to use .48 or .49 kgs.

2006 CRF 250X - Should be as impressive as the '06 250R.

2006 CRF 250 - Refine motor. New piston, head, and twin pipe exhaust. New carburator from 37 mm to 40 mm. Bike feels lighter. Tech-Care testing says bike runs right with the KTM 250 SXF, very impressive bike.

2006 CR 250 - Honda tried to get more over-rev out of the motor. New exhaust port. Rear shock is plusher. Refine suspension.

2006 CR 125 - More upper end horsepower. Suspension very similar to the 2005. Not many technology changes.

2006 CR 85 - Very similar to the 2005 and 2004 bike.

2005 HONDAS

Model	fork tube size (mm)	mfg	fork spring rate	Std. oil level	Rear spring rate	Race sag (mm)	Stock suspension best suited for rider weight	suggestions
CR 85 we also recommended Tech-Care <u>Volume chambers</u>	37	Showa	.26	105mm	4.8kg	85-90	115 lbs	Racers around 100 lbs suggest 4.6 spring with revalve. Racers 120 lbs+ suggest .28 fork spring.
CR 125 we also recommended Tech-Care <u>Volume chambers</u>	46	KYB	.44	65mm	4.8kg	100	170lbs	Bike is stiff for most 125 racers. Suggest proper spring rates and valving for lighter riders.
CR 250 we also recommend the Tech-Care <u>Oil Lock Bottoming Rings and Volume chambers</u>	47	Showa Twin Chamber	.44	387ccs	5.1kg	100	170 lbs +/- 10	revalve forks for plusher action, rear shock needs a Tech-Care compression and rebound valving mod. Rear shock is springy.
CRF250R we also recommend the Tech-Care <u>Oil Lock Bottoming Rings and Volume chambers</u>	47	Showa Twin Chambers	.45	370 std range is 320-416	5.3kg	100	165 lbs +/- 10	bike stock spring rates are well balanced. If you are 145, 150 lbs you will need softer springs, front and rear, and valving mods
CRF250X we also recommend the Tech-Care <u>Oil Lock Bottoming Rings and Volume chambers</u>	47	Showa Twin Chambers	.43	369ccs Std. range 320-416	5.1kg	100	155 lbs +/- 10	Suspension is softer on the CRF250X than the CRF250R, most enduro riders are heavier than 165 lbs, they will need to increase spring rates.

CRF450R we also recommend the Tech-Care Oil Lock Bottoming Rings and Volume chambers	47	Showa Twin Chamber	.46kg	385 ccs or 13.8 oz range 320-416	5.5kg	100	185 lbs +/- 10	'04 forks are plusher. Rear shock needs a Tech-Care compression and rebound valving mod. Int. and expert racers over 185 lbs we suggest .49kg fork springs.
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2005 CR 125 - Suspension set up for expert level racer is the same as the 2004 bike. Forks and rear shock are on the stiff side. Not a good entry level bike for a 150 lb novice.

2005 CR 250 - Refine suspension valving. Suspension is very well balanced. Impressive low end and mid range, not much over-rev. Very similar to the 2004 bike.

2005 CRF 250 - Improved valve train. Very similar to the 2004 bike.

2005 CRF 250X - Improved head and valve train. Very similar to the 2004 bike.

2005 CRF 450 - Refine suspension. New aluminum frame. Overall package is lighter weight. Suggest stiffer fork springs for a heavier rider.

2004 HONDAS

Model	fork tube size (mm)	mfg	fork spring rate	Std. oil level	Rear spring rate (kg)	Race sag (mm)	Stk suspension best suited for rider weight	suggestions
CR 85 we also recommended Tech-Care <u>Volume chambers</u>	37	Showa	.26	105mm	4.8kg	85-90	115 lbs	Racers around 100 lbs suggest 4.6 spring with revalve. Racers 120 lbs+ suggest .28 fork spring.
CR 125 we also recommended Tech-Care <u>Volume chambers</u>	46	KYB	.44	65mm	4.8kg	100	170lbs	Bike is stiff for most 125 racers. Suggest proper spring rates and valving for lighter riders.
CR 250 we also recommend the Tech-Care <u>Oil Lock Bottoming Rings</u>	47	Showa Twin Chamber	.44	387cc	5.1kg	100	170 lbs +/- 10	revalve forks for plusher action, rear shock needs a Tech-Care compression and rebound valving mod. Rear shock is springy.
CRF250R we also recommend the Tech-Care <u>Oil Lock Bottoming Rings</u>	47	Showa Twin Chambers	.45	379 std range is 320-416 cc	5.3kg	100	165 lbs +/- 10	bike stock spring rates are well balanced. If you are 145, 150 lbs you will need softer springs, front and rear, and valving mods
CRF250X we also recommend the Tech-Care <u>Oil Lock Bottoming Rings</u>	47	Showa Twin Chambers	.43	369cc Std. range 320-416 cc	5.1kg	100	155 lbs +/- 10	Suspension is softer on the CRF250X than the CRF250R, most enduro riders are heavier than 165 lbs, they will need to increase spring rates.

CRF450R we also recommend the Tech-Care Oil Lock Bottoming Rings	47	Showa Twin Chamber	.47kg	409 cc or 13.8 oz range 320-416 cc	5.5kg	100	185 lbs +/- 10	'04 forks are plusher. Rear shock needs a Tech-Care compression and rebound valving mod. Int. and expert racers over 185 lbs we suggest .49kg fork springs.
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2004 CR 85- Very similar to the '03, larger gas tank (2 gallon), bike is very dependable and much improved over the '02 models. Very fast 85, with a good mid to upper end power. Not the greatest entry level 85.

2004 CR 125- New and improved motor, more low end, V-Force reeds, Carb. throttle-position sensor, new ignition. A great CR125, in the 125 class... but it still wont compete with the CRF250.

2004 CR 250R- This is one of the best CR250 two strokes Honda has produced with throttle position sensor for the carburetor, new exhaust port to match the intake. This bike has been refined over the '03 CR 250R. Was very impressed with testing on this bike in late January of '04, how good the mid range and top end was. Some magazines didn't rate this bike very high. I was impressed with mid-range and top end. Suspension very well balanced, more so than the CRF450. New and improved re-bound on rear shock over the '02 and '03 model.

2004 CRF250 - The long awaited new CRF250R arrived the 1st of November. Tech-Care was excited to test, and the bike was better than we thought. This bike will eliminate the CR125 before its time. This bike weighs in at 208, the 125 weighs 197. The bike's SHOWA suspension is well balanced and has SHOWA Twin chamber forks. Has dual oil baths to separate crank case and transmission oil, with separate oil baths, transmission/clutch contamination will not contaminate the crank case oil and cause upper end failures. Honda has separate oil baths on both CRF 250/450. The CRF250 will run right with the Yamaha YZF250 that was introduced in '01. Three years later, Honda is running right with the YZ250, the YZ better watch out in '05!

2004 CRF250X- The long awaited CRF250X is a great enduro bike. This is not just a CRF250R with a headlight and electric start. Nearly everything on the bike has been modified. The aluminum frame has been redesigned for more flex. Suspension has been revalved and equipped with lighter springs than the CRF250R to provide a much more plush ride. Rear linkage has less rising rate than the CRF 250R. 18" rear wheel. Increased low end with a heavier fly wheel. Exhaust has a built in spark arrester.

2004 CRF450- After three years of the CRF450R, the bike has been refined from valve train to the suspension. Has precision hone fork tubes like the works bikes. After break in, bike is a little soft compared to the rear. Heavier racers (185 lbs) will want to go up to .49 fork springs for better balance. Light racers will want to go to a softer spring in rear to balance with forks. All in all this bike is a great package.

2003 HONDA's

Model	fork tube size (mm)	mfg	fork spring rate	Std. oil level	Rear spring rate (kg)	Race sag (mm)	Stk suspension best suited for rider weight	suggestions
CR 85 we also recommended Tech-Care <u>Volume chambers</u>	37	Showa	.26	105mm	4.8	85	115 Lbs	Adjust to rider weight with valving and springs.
CR 125 we also recommended Tech-Care <u>Volume chambers</u>	46	KYB	.44	65mm	4.8	100	170 lbs	revalve, spring, and adjust to racer
CR 250 we also recommend the Tech-Care <u>Oil Lock Bottoming Rings</u>	47	Showa twin chamber	.44	13oz.	5.1	100	165 lbs	revalve harsh fork, and use tech-care rebound and comp valving for shock.
CRF450R we also recommend the Tech-Care <u>Oil Lock Bottoming Rings</u>	47	Showa twin chamber	.47	14.2oz.	5.5	100	195 lbs	Revalve shock with Tech-care rebound and comp mods. Tech-care anti-bottoming rings are a must for riders over 200Lbs. Riders under 175Lbs revalve fork.

2003 CR 85 - Has been improved over the years and this is the best CR85 in years. Increased displacement, new and improved suspension valving. This bike and Tech-Care will place your mini cycle champion on the podium.

2003 CR 125 - new motor and improved suspension, bike is set up for heavier and more aggressive racer. Fork spring rates have been increased. Tech-Care air volume chambers work excellent on this model to make he forks more plush.

2003 CR 250 - Improved power delivery this year, more over rev, new and improved fork valving and valving piston. forks maybe harsh for intermediate riders, rear shock rebound valving is very light. Tech-Care valving suggested. re valve for riding style

2003 CRF450 - much improvements over the 2002 model. Bike is set up for heavier aggressive racers. A taller seat and improved foot peg and swing arm location make this a more stable bike. Forks improved with larger valving piston and valving maybe harsh for intermediate 175 pound racer. Rear shock spring rate has been increased to 5.5 making this bike great for a 190 (+/- 10) racer. Less aggressive and lighter racers should consider Tech-Care modifications. 190 pound aggressive racers we suggest Tech-Care oil lock rings.

2002 HONDA's								
Model	fork tube size (mm)	mfg	fork spring rate	std. oil level	rear spring rate (kg)	race sag (mm)	stk suspension best suited for rider weight	suggestions
CR 80 we also recommended Tech-Care Volume chambers	37	Showa	.27	105mm	5.0	100	125 lbs	fork mod w/ 3 stage valve, adjust to racer
CR 125 we also recommended Tech-Care Volume chambers	46	KYB	.44	65mm	4.7	100	170 lbs	suggest fork mod. oil level 85-90
CR 250 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA T.C.	.44	14.1	4.9	100	160-175	little stiff, check spring rates
CRF 450 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA	.47	14.4	5.3	100mm	180 +/- 10 pounds	160# softer springs, revalving shock. 200# stiffer springs
XR 250	conv	KYB	.35	100mm	9.6	100mm		go stiffer on fork springs
XR 400	conv	KYB	.38	105mm	10.1	100mm	forks 150lbs. shock 190 lbs.	fork soft, shock stiff
XR 600	conv	KYB						fork soft, shock stiff

2002 - CR125 - The most aggressive suspension set-up .Go up from .43 to .44 Fork springs making them even stiffer. This years bike is set up for 170 pound expert racer. We suggest going to a 4-9 rear spring to balance for the 170 expert rider.

2002 CR 250 - This is the best ll around MX bike. The motor is completely new with case induction. suspension is very tunable and plush. Bike spring rates are .44 fork and 4.9 rear. Fork valving is necessary to enhance for veteran racer a little harsh in mid stroke. A little soft for the expert, to prevent bottoming, rear shock needs valving on re-bounce and Tech-Care has a great shock modification. For the CR 250 and CR450, we guarantee improvement.

2002 CRF-450 This is one of the best 4 stroke to hit the market. With good lower end and over rev, the more you push the bike the better it is. Fork and shock are suitable for 180 pound racer. Forks are a little mushy at the top of travel. We have a valving modification to help rear shock a little on re-bounce. We suggest a revavle.

2001 HONDA's								
Model	fork tube size (mm)	mfg	fork spring rate	std. oil level	rear spring rate	race sag (mm)	stk suspension best suited for rider weight	suggestions
CR 80 we also recommended Tech-Care Volume chambers	37	Showa	.27	105mm	5.0	100	125 lbs	fork mod w/ 3 stage valve, adjust to racer
CR 125 we also recommended Tech-Care Volume chambers	46	KYB	.43	2.5 "	4.7	100	170 lbs	fork stiff valving mod. rear spring 4.9 to better balance
CR 250 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA	.44	13 oz	4.9	100	160-175	balanced unit, suggest spring for rider
CR 500	46	KYB	.41	125mm	5.6	105	150-170 fork 175-180 shock	forks soft, suggest .42 or .43kg w/ valving mod. forks and shock
XR 250	conv	KYB						
XR 400	conv	KYB						
XR 600	conv	KYB						

2001 CR 250 - the Tech Care owner names this as the bike of the year. Set up for a 150 to 170 pound Intermediate racer we suggest valving and spring selection for the heavier racer.

2001 CR 125 - the bike is set up for the more aggressive racer. The fork spring rate went from .42 to .43 and the rear remains 4.7. To balance the bike out we suggest a 4.9 rear spring and valving modification for the 170 pound Expert.

2000 HONDA's								
Model	fork tube size (mm)	mfg	fork spring rate	std. oil level	rear spring rate	race sag (mm)	stk suspension best suited for rider weight	suggestions
CR 80 we also recommended Tech-Care Volume chambers	37	Showa	.27	105mm	125	125	125 lbs	fork mod w/ 3 stage valve, adjust to racer
CR 125 we also recommended Tech-Care Volume chambers	46	KYB	.41	75mm	4.7	100	150 lbs	good for 160 lb racer
CR 250 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA T.C.	.43	12.7	4.75	105	140-160	rear shock 3 stage, fork 2 stage
CR 500	46	KYB	.41	125mm	5.6	105	150-170 fork 175-180 shock	forks soft
XR 250	conv	KYB	.41	125mm	5.1	100mm	150 +/- 10	valving mod w/ .44 fork springs
XR 400	conv	KYB						
XR 600	conv	KYB						

2000 CR125 - Set-up for a 150 to 160 pound Intermediate racer

2000 CR250 - Is set-up for a 160 to 175 pound Intermediate racer, rear shock valving may be a little harsh for a Novice racer. Call for more details.

1999 HONDA's								
Model	fork tube size (mm)	mfg	fork spring rate	std. oil level	rear spring rate	race sag (mm)	stk suspension best suited for rider weight	suggestions
CR 80 we also recommended Tech-Care Volume chambers	37	Showa	.27	105mm	4.9	95 to 100	125 lbs.	fork mod with 3 stage rear shock valve. spring to racers weight
CR 125 we also recommended Tech-Care Volume chambers	46	KYB	.41	100mm	4.6	105	170 to 180	rear shock 3 stage, fork 2 stage
CR 250 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA T.C.	.42	12.7	4.9	105	170 lbs	tech care fork mod, 3 stage rear shock mod
CR 500	46	KYB	.41	125mm	5.6	105mm	forks suitable for 150 lbs rider, shock for 175 lb rider	forks soft
XR 250	conv	KYB						
XR 400	conv	KYB						
XR 600	conv	KYB						

1999 CR125 - if your a 160 pound aggressive racer a .42 fork spring will work for you or a rear valve if needed.

1999 CR250 - Honda finally went to a .42 spring in their twin chamber fork which balanced the bike out. Remember, when you care, call Tech-Care!

1998 HONDA's								
Model	fork tube size (mm)	mfg	fork spring rate	std. oil level	rear spring rate	race sag (mm)	stk suspension best suited for rider weight	suggestions
CR 80 we also recommended Tech-Care Volume chambers	37	SHOWA	.26			95	125 to 140	130 lb expert need stiffer springs
CR 125 we also recommended Tech-Care Volume chambers	46	KYB	.39	5.5"	4.6	105	160 to 170	fork soft - 60 up to .41 springs with 4.6 rear shocks
CR 250 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA T.C.	.40	12.7 oz	4.9	105	170 to 180	forks a little soft - rear slightly stiff, use a 3 stage valve
CR 500	46	KYB	.41		5.6	105	150-170 forks 125-180 shock	forks soft
XR 250	conv	KYB	.35	100mm	9.7	95	150-170 forks 165+ shock	forks soft, stiffer springs
XR 400	conv	KYB	.38	11	10.1			
XR 600	conv	KYB						

1998 CR125 - stiffer fork springs make your aluminum frame Honda handle like a dream & 3 stage rear shock valve set up to your ability.

1998 CR250 - stiffer fork springs a must to balance out your CR to the rear shock, unless your are under 150 pounds, then a softer rear shock work good for you! Call today for a tech tip from one of our advisers.

1998 CR500 - we will set that Cr500 up for your ability. Many modifications available for the CR500.

1997 HONDA's								
Model	fork tube size (mm)	mfg	fork spring rate	std. oil level	rear spring rate	race sag (mm)	stk suspension best suited for rider weight	suggestions
CR 80 we also recommended Tech-Care Volume chambers	37	SHOWA	.28	100 mm	4.9	95	115 +/- 10	125 lb expert needs fork and shock valving
CR 125 we also recommended Tech-Care Volume chambers	46	KYB	22.5-40 kg	110mm	5.0	105	145 +/- 10	plush front and rear
CR 250 we also recommend the Tech-Care Oil Lock Bottoming Rings	47	SHOWA	22.5-40kg	12.5oz	5.3	100	150-170 forks 175-200 shock	go up to .42 front spring, 3 stage rear shock
CR 500	46	KYB	23-40	100 mm	9.7	95	140-150 forks 165-175 shock	forks soft, rear to match 5.2
XR 250	conv	KYB	.35	100mm	9.7 887 series	95	140-150 forks 165-175 shock	stiffer fork springs to match rear
XR 400	conv		21-38		10.1	95	145 forks 200# shock	rear over comp. valve & spring rate too stiff
XR 600	conv	KYB				95		

1997 CR250 - fork modification to make your new aluminum frame Honda handle and also try our 3 stage rear valve for the best ride over those square edge bumps.

1996 CR250 - rear shock over sprung compared to forks.

1995 CR 125 - shock modifications to improve action for better fork action.

1995 CR250 - set-up for your weight, rear shock over valved & sprung compared to forks.

1995 CR500 - Make your CR 500 ride like a Cadillac, call for details.

1992-1994 CR's - fork and shock modification to make the CR's work like McGraths works bikes of the mid 90's, call for more details.

1989-1991 CR's - CR250 fork modification to make those first few years of cartridge upside-down forks feel plusher.

1986-1988 CR's - Parts in stock, seals, springs, bumpers.

1981-1985 CR's - Springs front and rear, oil changes and rebuilding.

1974-1980 CR's - Spring and seal replace and rebuild.