

DUNCAN RACING HONDA

The next step



Duncan Racing's Fat Boy 4 exhaust, a K&N air filter, and rejetting the stock carb give the Honda more power to roost.

Honda's 250EX is the biggest thing in small quads to come along in quite a while. Thousands of first-time riders and teenagers moving up from minis have found that Honda has just what they're looking for. The power and handling are sporty and fun. It's roomy, but not overwhelming. The auto-clutch/manual-shift five-speed tranny gives riders the fun of shifting without the frustration of dealing with a manual clutch.

Because teenagers keep growing and beginning riders usually become better riders, we know there are a good many people with 250EXs who'd like some more power and better suspension. Lots of you have written to *ATV Action* for advice on how to satisfy the craving for extra performance from the 250EX. For this article, we took our own advice and added some of Duncan Racing's (contact: [619] 258-6308) modifications to the little Honda. Here's what they do.

INTAKE AND EXHAUST

Duncan Fat Boy 4 Exhaust. (with spark arrester and turndown) \$456.

K&N Air Filter \$44.

Outerwear \$16.

What it does: With the K&N air filter and Duncan Fat Boy 4 exhaust, the



ITP Holeshots tires on Douglas wheels give the Honda crisper, more direct handling for aggressive riding and some race-quad styling.

PROJECT 250EX



DUNCAN RACING HONDA 250EX



Duncan Racing's chrome bumper isn't all flash; it provides some sturdy protection for the bodywork. Elka front shocks are an affordable way to ready the Honda's front end for harder riding. The shocks we chose for this hop-up are the least expensive of the three levels Elka offers, but they are still tuneable and rebuildable. ♦

♦ If you ride a 250EX, you don't have to step up to a bigger, more expensive machine to take a step up in performance. Duncan Racing's basic, affordable modifications can make the Honda faster and more fun.

250EX's good, snappy power becomes stronger and quicker-building. The pipe makes it easy to get the jump on a stock 250EX in a drag race, and it adds some top-end speed so you can pull away from a stocker in areas where you can let the machine rev out.

This pipe does more than add performance for drag racing. On trails, the extra power makes lifting the front end to clear ruts simpler. Hills with very little run or technical sections are less challenging because the pipe helps the machine build momentum quickly. Duncan Racing's exhaust system is noticeably louder than the stock exhaust, but it's not annoying. Because most riders use the 250EX for trail riding, we opted for the spark arrester-equipped version of the Fat Boy 4 exhaust.

To get the best results from the pipe and filter, use a 45 pilot jet and a 110 main jet, move the needle clip to the third position and set the air screw to 2.5 turns out.

SUSPENSION

Elka front and shocks. Price: \$515.

What they do: Honda equipped the 250EX with shocks that have ideal action for most of the machine's intended riders. In time,

the oil in the sealed shocks breaks down, so the suspension damping performance will gradually become less than it was initially. The shocks will bottom more easily and the handling will become looser than it was when the shocks were new. Because the shocks are sealed, non-rebuildable units, there is no way to restore their action.

Riders who are heavier or more aggressive than the average rider that the original shocks are designed for will find they bottom too frequently and lack control at high speeds on rough terrain. Faster, heavier riders will find the limits of the front shocks before the rear, so we replaced only the fronts to keep the suspension upgrade affordable.

The springs and valving on Elka's front and rear shocks for the 250EX are set to the weight and riding style of the person who orders them. They also offer adjustable spring preload, so the ride height and firmness of the suspension can be varied.

We found the action of the Elka suspension to be as compliant as the stock shocks at low speeds with far better bottoming resistance for jump landings and hard hits at high speeds. With the Elka suspension, we could ride the Honda harder and

faster than was possible with the stock shocks. Better suspension made a new level of fun available with the machine. Because the Elka shocks are rebuildable, they can be serviced to maintain their performance.

TIRES AND WHEELS

ITP Holeshots front and rear tires on Douglas Billet center wheels.

Prices: Front tires, \$55 each. Front wheels, \$100 each. Rear tires, \$60 each. Rear wheels, \$95 each.

What they do: The stock tires on the 250EX work well in a wide variety of terrain, but lower profile tires, like ITP's Holeshots, provide crisper cornering response because they flex less under side loads. On hard terrain, and typical trail conditions which often include hardpack with a loose surface, that the ITP tires give more bite, so they improve acceleration and braking also. Our experience has shown the ITP tires are more resistant to flats than the stock tires, too.

For riders who spend much of their time in conditions that suit the ITP tires, the Holeshots provide a noticeable improvement in handling. But because the ITP tires have shorter sidewalls and more tightly grouped

DUNCAN RACING HONDA 250EX 250EX

tread, they don't work as well as the stock tires in deep sand and mud.

The Douglas wheels offer race-quad-like styling and aluminum construction for light weight. They're also a more affordable alternative to stock wheels.

EXTRAS

Roll Design Anti-Vibration steering shaft. Price: \$350.

What it does: Roll Design's Anti-Vibration steering shaft is a racing-quality part that sells for less than the stock shaft. Since we bent the stock steering shaft on our 250EX, the Roll Design part got our Honda back on the trail affordably. The 250EX doesn't vibrate annoyingly, but the Roll Design shaft's anti-vibration handlebar mount makes the machine even more comfortable, and less fatiguing, to ride.

Duncan Racing chrome front bumper. Price: \$169.

What it does: The 250EX's stock front

bumper is too small to protect the machine's fenders in a typical crash. It's also easy to damage the nose piece by pushing another machine with the stock front bumper. Duncan Racing's chrome front bumper extends from the center of the machine to the area in front of the front fenders. Its styling adds some race-quads looks to the 250EX also.

THE RESULTS

Owners of 250EXs should be encouraged by the outcome of Duncan Racing's modifications to the machine. Just the fact that performance parts are available for the machine will be news to some. Secondly, the cost of making the machine work better is a fraction of the cost of stepping up to a bigger machine. Finally, the 250EX retains its good feel and balance, even when it's set up for faster, more aggressive riding. □