

1968 Honda 250 Vintage Racer:

Chassis from Honda CL175:

Motor cases sloper style with welded in 1 litre additional deep sump.

Engine from Honda CB200:

Cylinder bored to 246 cc.

Cylinder head.

Crank / rods.

Clutch with CL175 internals.

Tachometer.

Front End from Honda CB350:

Forks fully rebuilt for road racing.

Swing Arm.

Other Custom Changes:

18" Aluminum rims fully rebuilt and polished.

Twin leading shoe brakes, new lining front + rear (arched matched from drum).

High volume oil pump.

K2 pistons with recut dome to match cylinder head.

Dyna 3 ohm dual output coil.

5 speed transmission.

Carbs 26mm Mukuni.

Custom carb manifolds.

Complete port and polish with 50% more volume and increased velocity over stock.

Fairing by Air-Tech "cool One"

Tank by Air-Tech CR110.

Seat Stort bump stop GFTP.

Custom rear sets.

Custom rolled exhaust cones.

Total loss ignition using Pentronix pickup and 5.5 amp/hr battery.

Oil free ignition pick up side (custom oil seal carrier to keep pick up oil free)

420 chain conversion.