2005 SPY PHOTOS
11 NEW 2-STROKES & 4-STROKES

ALL-NEW SUZUKI RM-Z450

ALL-NEW KAWASAKI KX450F

NO, IT'S NOT THE SAME AS THE SUZUKI

HONDA'S NEW CRF450R

NEW FRAME & BODYWORK

TESTS
- FMF Honda CR250R
- Pro-Action Kawasaki KX250
- Pro Circuit Suzuki RM250

CRF250R Exhaust Shootout

July 2004

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Afterburner

Honda CRF250R Exhaust Test

BY COREY NEUER • PHOTOS BY ADAM CAMPBELL
Just as the Yamaha YZ250F did, the Honda CRF250R added yet another powerful chapter to the four-stroke revolution. With the all-new 2004 CRF250R being one of the most popular bikes of the year, we threw it to the wolves, that is, every high-end exhaust system we could round up for the red scoot. Our test was broken into three segments: a sound test, an on-track evaluation and a trip to the dyno. During these sessions, all of the exhausts were put on and taken off more than four times apiece, allowing us to become intimately familiar with each and every part.

As we have done in the past, we rated each exhaust system on a grade scale, which ranged from C through A in this case. We judged each aftermarket system after comparing it with the stock system, and its overall grade earned was based on fit and on-track performance. Sound also had an impact on a few of the exhausts we tested, though most motocrossers don’t worry much about noise. Unfortunately, it’s an issue we all have to take seriously when we are losing tracks and public land on which to ride and race at a frightening pace nationwide. The grades given to each system were a combination of those from a novice-level rider, an intermediate-level rider and a pro-level rider. All of us are different in what we want and expect from our motorcycles. During this trial, not one of our testers had any disagreements over any of the systems. We’ve compiled the data in a straightforward, simple way so read up and see which exhaust system is for you.

**Test Notes**
All the manufacturers offer exhaust systems in different materials that will make their prices vary. We tested what each manufacturer sent us. If some of the exhaust systems seem pricey, chances are a manufacturer makes a less-expensive system.

**Sound-Test Procedure**
The sound-testing method we utilized is SAE J1287—better known as the 20-inch test. This procedure has been used for many years to accurately measure exhaust sound levels for motorcycles. More important, it is the test that rangers and other enforcement professional use to check sound levels in the field. The test was performed by the sound professionals at Chemhelp (www.chemhelp.com) under controlled conditions. Chemhelp uses the same meters employed by the Forest Service, BLM and California State Park rangers, but these sound readings still may vary when performed in the field.

**Testing Conditions**
Where: Piru Motocross Park, Staben’s private SX track and I-5MX
Elevation: 800-3000 feet
Temperature: 80 degrees
Fuel: Pump
Jetting: 42 pilot, 2.5 turns out on the fuel screw, 160 main jet, NCYR needle with the clip in the fourth position

**Dyno Test**
Dyno runs were performed at All Industries Performance in Van Nuys, California, on a 2002 Dynojet 150 dyno-meter.

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**Stock Pipe**

<table>
<thead>
<tr>
<th>Price</th>
<th>$673.96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
<td>Titanium header pipe and midpipe with an aluminum canister</td>
</tr>
<tr>
<td>Style</td>
<td>Complete system</td>
</tr>
<tr>
<td>Decibels</td>
<td>94.5 dB</td>
</tr>
<tr>
<td>Fit</td>
<td>A</td>
</tr>
<tr>
<td>Spark arrester</td>
<td>No</td>
</tr>
<tr>
<td>Overall grade</td>
<td>C</td>
</tr>
<tr>
<td>Track choice</td>
<td>Suits any style track</td>
</tr>
</tbody>
</table>

**On the track:** The stock system isn’t too bad, but after bolting on some of the exhaust systems in this test, we noticed it does have some weak spots through the power curve. The power delivery is smooth, but power signs off early on the top-end. The best thing about the stock system is it is fairly quiet, so you can still think straight after a long moto.