



## HRC SET UP MANUAL



# '94 NSR250SP

- A) Apart from the items in this manual, refer to "Honda NSR 250R Service Manual" by Honda
- B) The parts in this list are specially developed for '94-SP class. Repairs of the standard may be required to equip these parts.

*Please Note:*

- This is not an official HRC product and some inaccuracies may have occurred during translation. Please verify any part numbers with the supplying dealer or original HRC Manual before ordering.
- These parts are specially manufactured for racing. Therefore, unlike standard machines, these parts cannot be insured.
- The machine equipped with these parts does not meet the (Japanese) government standard, therefore, driving this machine is not allowed on public roads.
- The contents and specification may be altered without notice.

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## **1. GUIDELINES ON USING**

### **2. Fuels**

A machine installed with this kit is used after removing the standard oil pump. Fuels should be mixed petrol.

Petrol: Avgas (equivalent to No3 petrol for common aeroplanes)

Specified mixing oil (proportion 30:1):  
Elf HTX 975 (part no. **88881-NF4-610**)  
Elf HTX 976 (part no. **88881-NF4-900**)  
Castrol A747 (part no. **88882-ND4-000**)

### **3. Cooling Water**

A water cooled engine is installed on this machine.

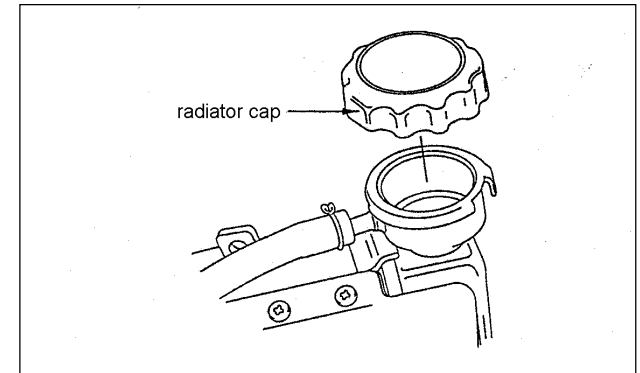
Supply cooling water

Cooling water: Forcet or Bottled Water

- i) Remove the radiator cap and pour cooling water up to the mouth.
- ii) Hold handlebars and tilt the machine on either side two or three times to drain the air inside.
- iii) Top up the radiator with cooling water if the level has become to low.
- iv) Fit the cap tightly.
- v) Check the level again after starting the engine.

### **[CAUTION]**

- When double-checking the level after starting the engine, cover the radiator with a cloth to prevent the cooling water spurting.
- Drain the cooling water in the catch tank before driving.
- Drain the cooling water after running to prevent possible troubles such as decay or blockage in the radiator or the engine's coolant passages.
- Cooling water may freeze in wintertime. Coolant can be added, however, special cautions are required to avoid a danger in case of leakage on a racecourse.



## 2. MACHINE OPERATING

### 1. Starting the engine

- Start the engine after ensuring transmission oil and cooling water are in. (Ensure that the oil drain bolt/check bolt are lock wired).
- i) Ensure that the HRC card has been firmly inserted.
- ii) Press the 'kill switch' on 'RUN' side. The power supply is on.
- iii) Ensure that the indication on the metre is the same as the illustration on the right.
- iv) Switch the fuel cock on.
- v) Shift the gear lever into first.
- vi) Raise the choke lever.
- vii) Start the engine, pushing the machine (*bump start*).
- viii) (Slowly warm up the engine) Lower the choke lever when exhaust gas is released.

#### [CAUTION]

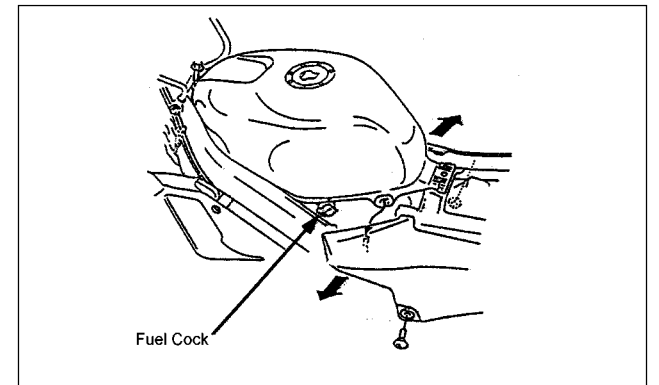
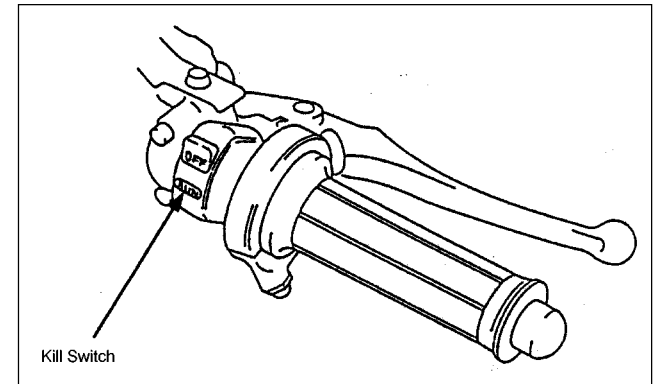
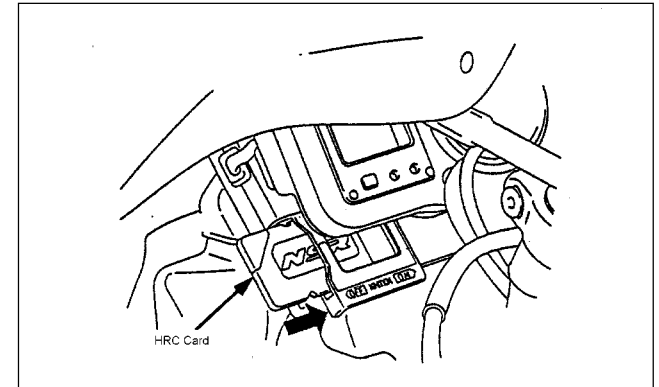
- It is unnecessary to operate the choke when the engine is warm.
- Never drive in an enclosed place for a long time as carbon monoxide in exhaust gas is highly dangerous.

### 2. Stopping the engine

- Turn the fuel cock off.
- Press the kill switch to stop the engine when engine speed has decreased.

#### [CAUTION]

- When you do not start the engine, ensure that the fuel cock is off to avoid possible dangers. (e.g. carburettor overflow etc.)



### 3. Driving

- i) Slowly raise engine speed, starting with low.
- ii) Idle engine speed within 6,000 rpm until the temperature indicator registers 50°C.
- iii) Warm up the engine, idling within 10,000 rpm until the temperature indicator registers over 50°C.
- iv) Check for oil and water leakage.
- v) Finish when the indicator registers 70°C (depending on temperature and conditions outside).

#### [CAUTION]

- Avoid high engine speed idling when in neutral

### 4. Points to check when running.

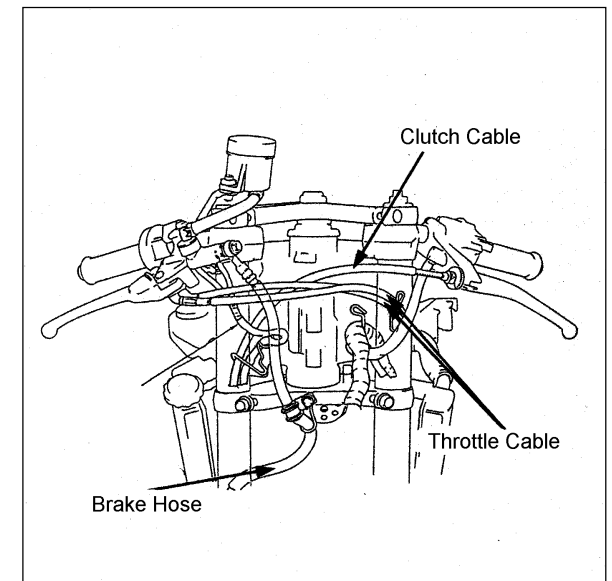
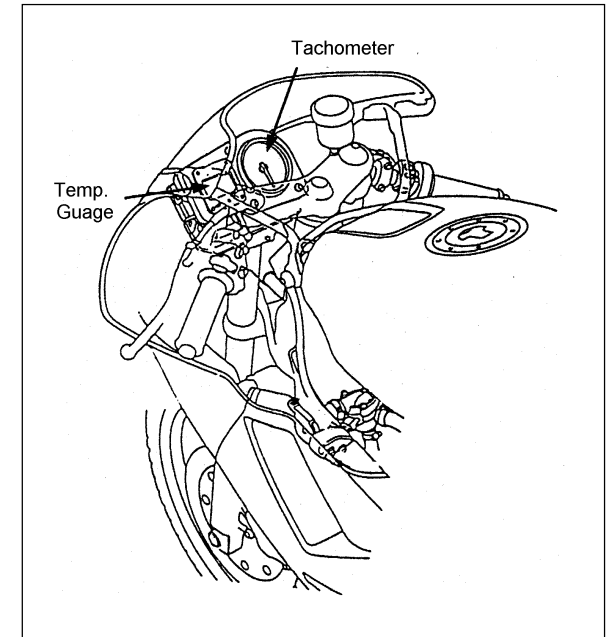
- i) Is the indication on the temperature indicators and the tachometer appropriate?
- ii) Do all the controls work smoothly?
- iii) Do brakes work properly?

### 5. Points to check after running

- i) How hot has the plug been heated?
- ii) Is there any oil or water leaking?
- iii) Is there any screw or bolt loose or missing?
- iv) How long has the chain been stretched?
- v) How much oil is left in the fuel tank?
- vi) Is there anything wrong with brakes?

#### [CAUTION]

- These items above are the main points to check. It is, therefore, advisable to check other parts for yourself.



### 3. SETTING UP THE CARBURETTOR

*(Parts to be modified)*

#### 1. 2-Stroke oil feed pipes

- Remove the tubes of the 2-Stroke oil feed pipes, apply adhesive to the caps and fix it to the pipes.

Caps: **16097-ME9-671**

- Alternatively, cut the tubes of 2-Stroke oil feed pipes by approximately 20mm. Apply adhesive to aluminium caps (the cone plug 4x5) and insert them into the pipes.

Cone plugs 4x5: **96205-04005**

#### 2. Overflow drain tube

- Remove the overflow drain tube, then fix the cap in the kit.

Cap: **16215-MV4-000**

*(Parts to be exchanged)*

#### 1. Power jet, needle jet holder

- Remove the front chamber of the carburettor, then exchange the power jet and the needle jet holder for the kit.

Needle jet holder: **16165-NKD-970**

Tightening torque: **0.17kgf.cm**

#### 2. Jet needle

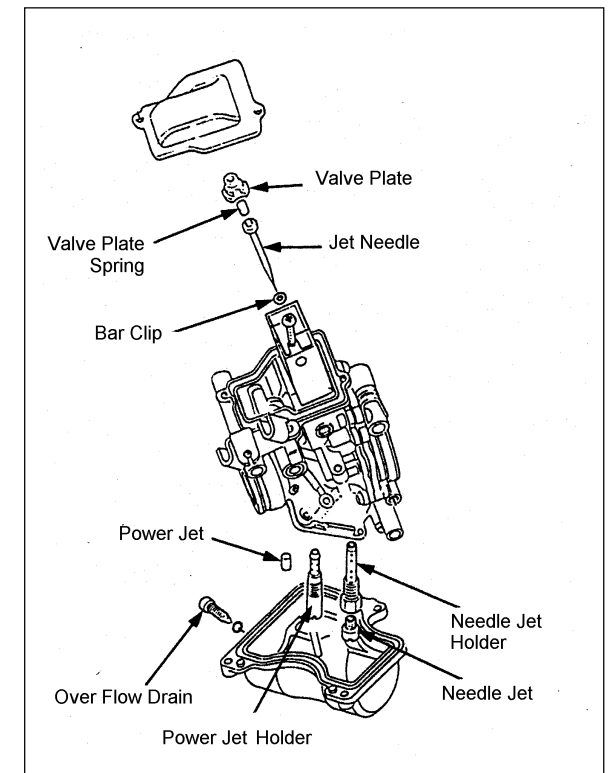
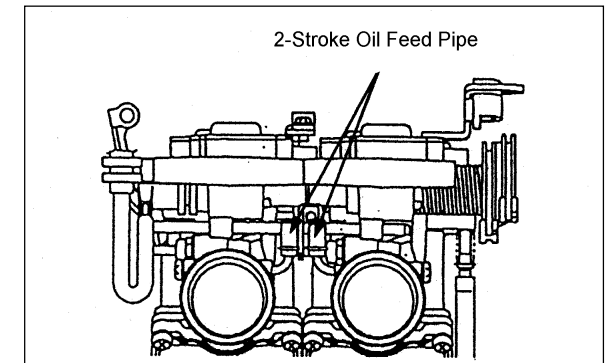
- Change the jet needle for the kit.

#### [CAUTION]

- The jet needle in the kit must be used with the valve plate / the valve plate spring.

Valve plate: **16092-NKD-970**

Valve plate spring: **16050-NKD-970**





## 1-6

- ii) Change the screw A, which connects the throttle valve with the link for the screw 4x20 in the kit.

Screw A 4x20: **93892-04020-10**

### [CAUTION]

- Remove the screw A with a screwdriver, pulling it upwards.

How to exchange jet needles

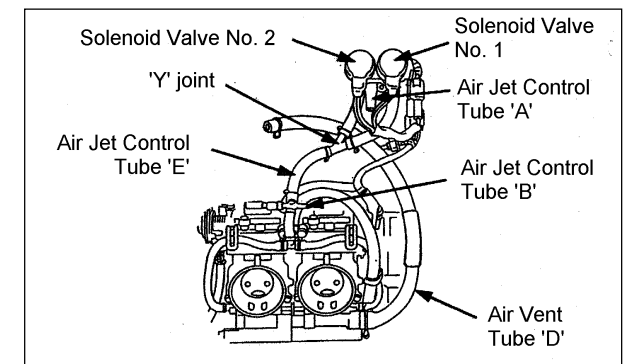
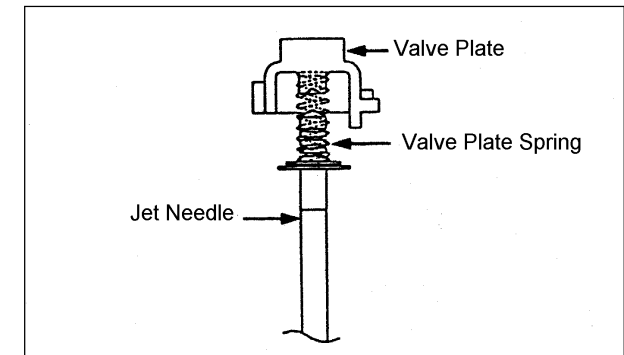
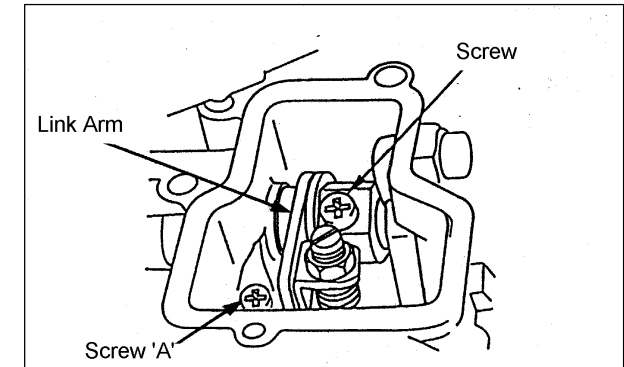
- i) Open up the throttle and the throttle valve all the way
- ii) Remove the screw and slide to remove the link arm from the throttle valve, then turn down the throttle valve.
- iii) Remove the valve plate and the jet needle from the throttle valve.
- iv) Assemble the parts by the reverse process.

### [CAUTION]

- A washer must be fitted between the bar clip and the throttle valve.

## 3. Solenoid valve

- i) Remove the air jet control tube A from the solenoid valve and the tube B from the '+ joint', thus, they are exposed in the open air.
- ii) Change the 'Y joint' for the kit.  
'Y joint': **16180-NKD-970**
- iii) Cut the end of the air vent 'tube D' 20mm.
- iv) Cut the air jet control 'tube E' 20mm, then connect it with the 'Y joint'.





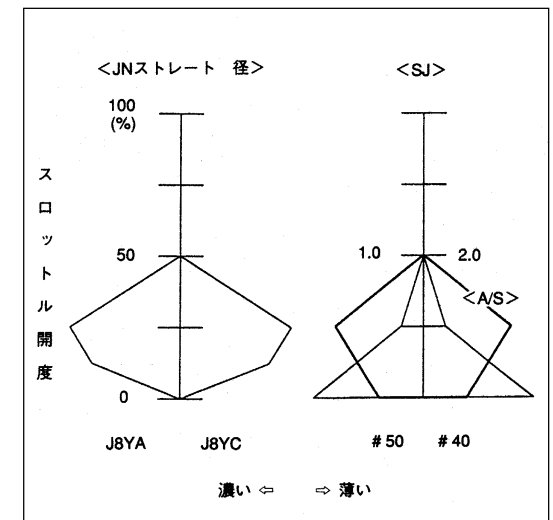
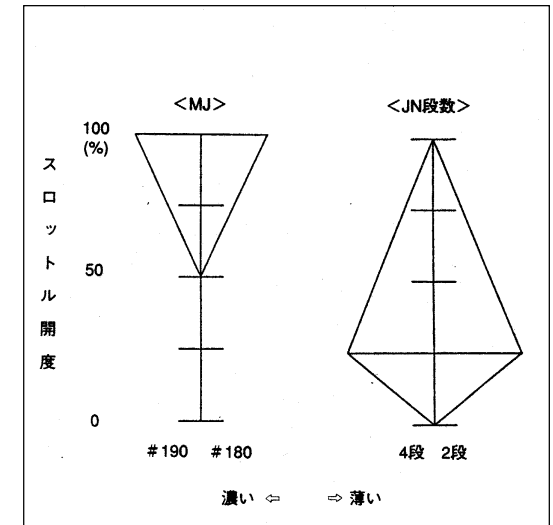
#### 4. Set up data for reference

	Rear bank #1	Front bank #2
Main jet (MJ)	#195	#192
Jet needle (JN)	J8YB 2.765-3.0 grade	J8YB 2.765-4.0 grade
Slow jet (SJ)	#42	#42
Air screw (AS)	1½	1½

- How to set up
  - i) Temperature, humidity and places are the factors to alter how to set up. Start setting up by fitting main jets with bigger numbers to the carburetors.
  - ii) Adjust or change jets and other parts according to the performance.
  - iii) How to select parts: Check ⇒ MJ number / JN grade / AS reverse degree adjustment ⇒ check ⇒ OK
- Select main jets: by straights ⇒ check ⇒ adjust sizes ⇒ check ⇒ OK
- Select jet needles (straights): getting starts at a corner
- Select jet needles (grades): from a corner to a straight
- Select slow jets ⇒ ?????? against the throttle
- Select air screws ⇒ from ?????? to a corner.

#### [CAUTION]

- Exchange the air filter/air box of the standard machine for the kit.
- The way of setting up varies according to the brand of petrol/oils and so on.
- It is possible that the tip of a jet needle does not fit the carburettor, touching the body of the carburettor when exchanging jet needles. Set them properly with your fingers attached.

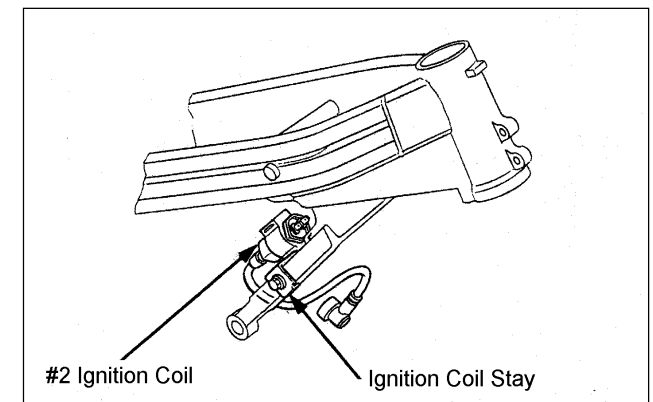
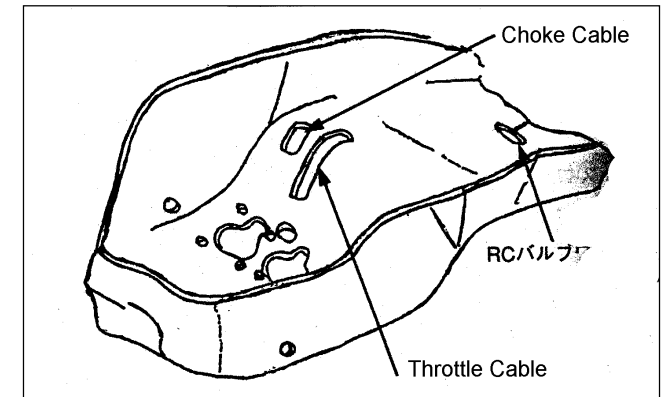
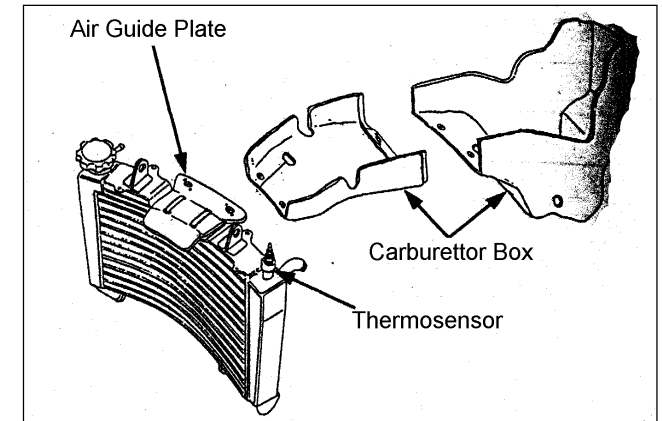


#### 4. CARBURETTOR BOX SET

1. Installing the carburettor box set.
  - i) Fit the air guide plate to the radiator with tie wrap.
  - ii) Remove the standard filter / air box, then install the carburettor box.
  - iii) Fix the wiring loom with tie wrap.
  - iv) Set the carburettor insulator band R/L like '/\'.
    - v) Pass the throttle cable through the hole on the box and fix it to the carburettor, install the choke cable the same way.
    - vi) Insert the carburettor in the insulator (*heat shield*)
    - vii) Tighten the carburettor insulator band through the holes on both sides of the box with a screwdriver.
    - viii) Ensure that the '#100 jet' of the 'Y joint' is fixed to the No. 1 solenoid. (#50 jet is fixed to No. 2 solenoid).
    - ix) Insert the tube in the 'Y joint', then install the body of the carburettor.

#### [CAUTION]

- When fixing parts with tie wrap, ensure that the fasteners of the guide plate/carburettor box have been set.
- When you find it difficult to fasten, attach your fingers from the back of the box and set fasteners properly.
- When installing the air guide plate to the standard radiator, ensure that there is an adequate gap between the plate and the frame body.
- Fix the No.2 ignition coil with the coil stay in the kit as illustrated.  
Ignition coil stay: [36197-NKD-970](#)



## 5. SEALING PLUG SET

### 1. Kick starter

- As the kick start is not used during racing, remove the spindle shaft, then press the sealing plug  $\varnothing 28$  in where the shaft has stayed.

Sealing plug  $\varnothing 28$ : **90871-733-003**

### 2. Oil pump

- The oil pump is not used for a machine installed with the kit as mixed petrol (*petroil*) is used, therefore, remove it and press the sealing plug  $\varnothing 20$  in.

Sealing plug  $\varnothing 20$ : **91201-NH3-003**

- Apply adhesive to the cone plug 4.5 x 8, then press it in the crank case.

Cone plug 4.5x8: **90807-NKD-940**

### 3. Oil filler cap

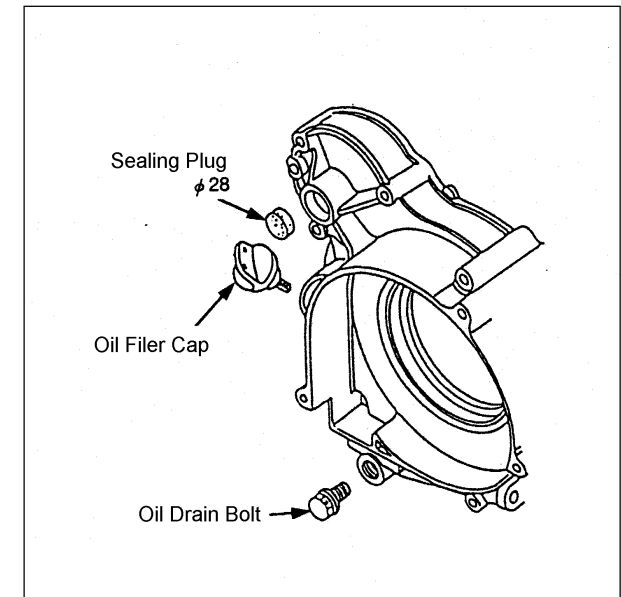
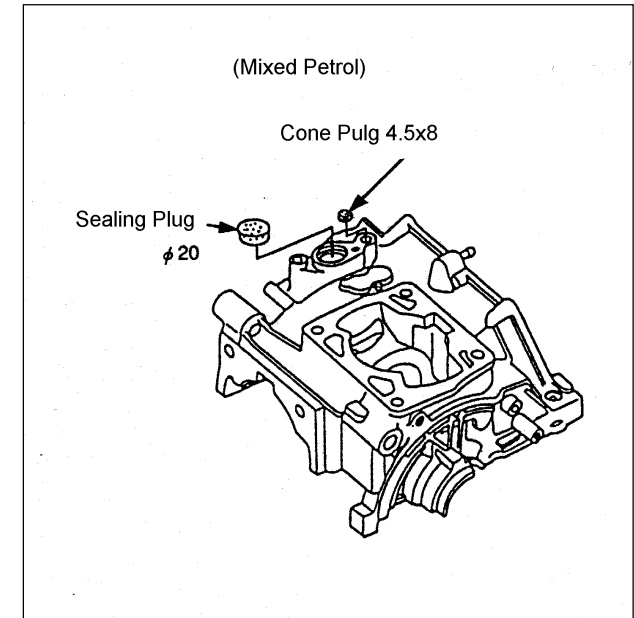
- Make a hole on the standard oil filler cap for wiring ( $\varnothing 2$ ) with a drill or exchange it for the kit.

Oil filler cap: **15611-NH3-000**

### 4. Oil drain bolt

- Make a hole on the standard drain bolt for wiring ( $\varnothing 2$ ) with a drill or exchange it for the kit.

Oil drain bolt: **90081-NF5-000**



## 6. THERMOSTAT

### 1. Installing the thermostat seal in the kit.

- i) Remove the thermostat to circulate cooling water better.
- A thermostat rubber is used as a thermostat cover in place of a gasket, therefore, a seal should be the same thickness as a thermostat.

Thermostat seal: **19300-NKD-970**

- ii) Set the thermostat seal, then tighten the cover with the rubber adjusted.

Tightening torque: **1.0kgf.m**

## 7. A.C. GENERATOR

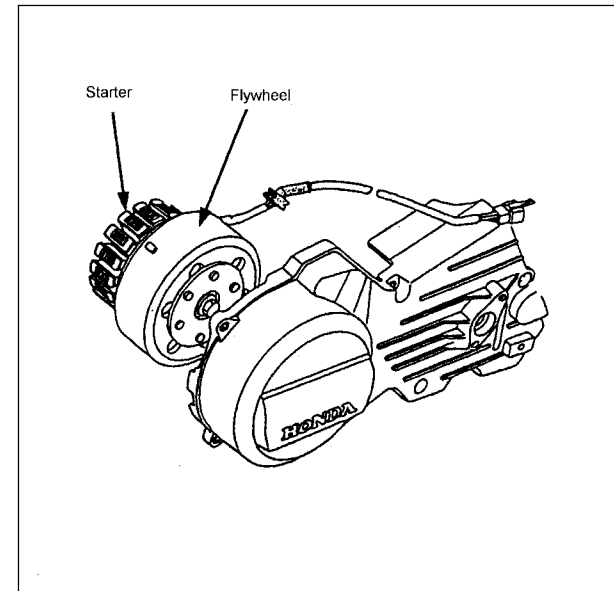
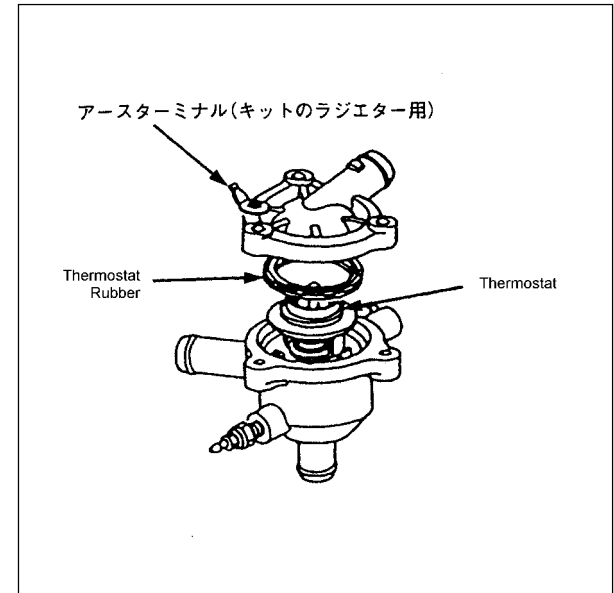
### 1. Installing the A.C. generator in the kit

- i) Remove the L. crankcase cover.
- ii) Remove the standard flywheel with specialist tool.  
Flywheel puller: **07733-0010000**  
Flywheel puller attachment: **07HMC-KV30100**
- iii) Remove the starter with a hexagonal wrench.
- iv) Install the A.C. generator in the kit.
- Exchange the cap bolt 6x32 for 6x18 to fix the starter.  
Tightening torque socket bolt 1.2 kgf.m

- Fix crankcase cover.  
Tightening torque socket bolt 1.2 kgf.m

### [CAUTION]

- Remodelling the crankcase cover to change the final drive is not allowed.



## 8. RADIATOR SET

### 1. Removing the standard radiator

- i) Remove the radiator hose from the radiator. (It is easy to handle if you strike the end of the hose with a screwdriver and slightly move it before hand.)
- ii) Remove the overflow tube from the radiator.
- iii) Detach the radiator from the body, removing the nuts and bolt.
- iv) Remove the radiator hose.

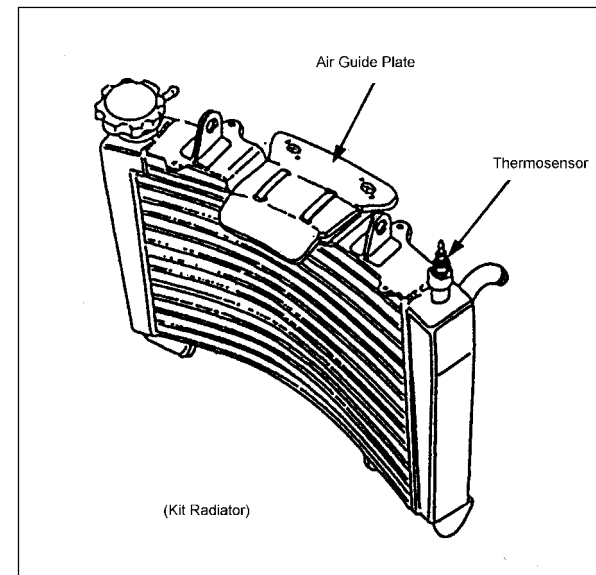
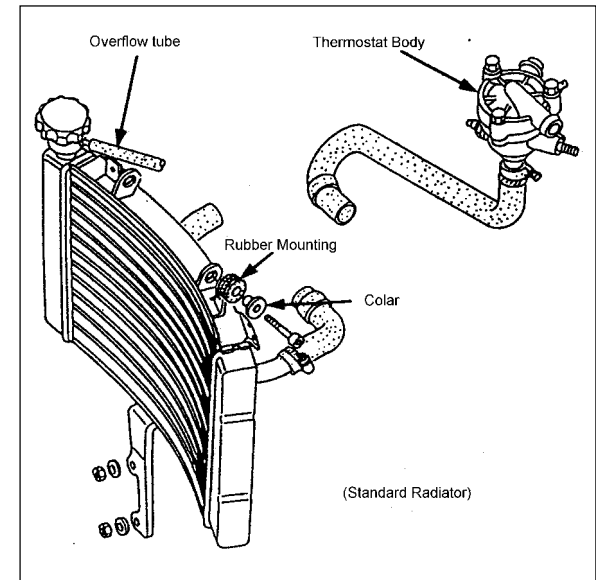
### 2. Installing the radiator set.

- i) Fit the upper radiator cover (front / rear) to the radiator.
- ii) Fix the air guide plate in the carburettor box (*air box*) set to the radiator.
- iii) Fit the radiator stay to the radiator.
- iv) Fix the mounting rubber/collar to the mounting stay.
- v) Install the radiator in the body so that the wiring harness stays outside the upper mounting stay.
- vi) Temporarily fasten the cap bolt and the mounting stay bolt on the frame.
- vii) Set the radiator hose
- viii) Tighten the bolts/hose bands.

Tightening torque radiator mount bolt: **1.0kgf.m**

### [CAUTION]

- Ensure that the gap between the radiator and the expansion chamber is over 20mm.
- Ensure that the lower fairing does not touch the radiator when setting the lower fairing, if it does, repair the fairing (e.g. by cutting it.)
- Do not use the thermostat body when the kit radiator is installed. Detach thermosensor then install it to the radiator kit.



## 9. STEERING DAMPER SET

### 1. Steering stopper

- Adjust the angle of the steering of the standard machine. (Adjust the width of the handle bars as the angle narrows)

- Detach the front brake clamp from the front stem.
- Fit the steering stopper.

Tightening torque: **1.2kgf.m**

### 2. Installing the steering damper.

- Loosen the steering stem nut/front fork bolt, then remove the top yoke.
- Loosen the bolt of the handle bar and remove R/L.
- Fix the steering damper stay.
- Cut the stopper boss of the handle bar, attach it to the front fork and fasten the bolt temporarily.
- Fit the top yoke.

Tightening torque

Steering stem nut: **10.5kgf.m**

Handle bar bolt: **2.3kgf.m**

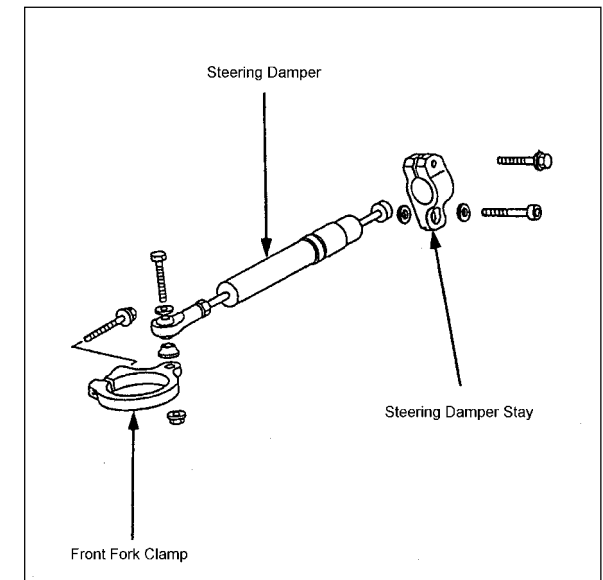
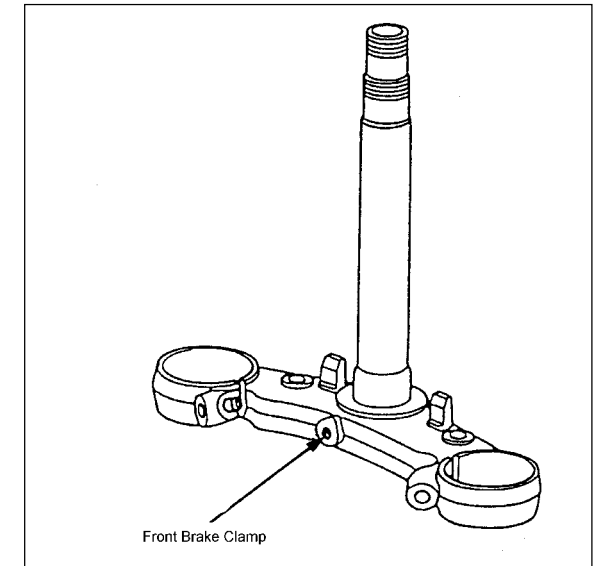
- Fix the holder to the steering damper, then fix it to the damper stay.

Tightening torque

6mm bolt: **1.2kgf.m**      8mm bolt: **2.0kgf.m**

- Check the movement of the steering damper turning it on both sides, then fasten the bolt of the steering damper stay so that the bearing moves smoothly.

Tightening torque: 6mm bolt **1.0 kgf.m**



## 10. FRONT BRAKE HOSE SET

### 1. Removing the standard brake hoses.

- Remove the bolt and the joint bolt of the front fender (*mud guard*)
- Remove the banjo bolt of the master cylinder after covering it with a cloth.
- Remove the banjo bolt of the callipers and detach the brake hoses.

### 2. Installing the front brake hose set.

- Tighten the brake hoses to the callipers with new seal washers.
- Fasten the brake hose R/L together to the master cylinder with the bleed nipple in the kit.

Tightening torque: **3,5 kgf.m**

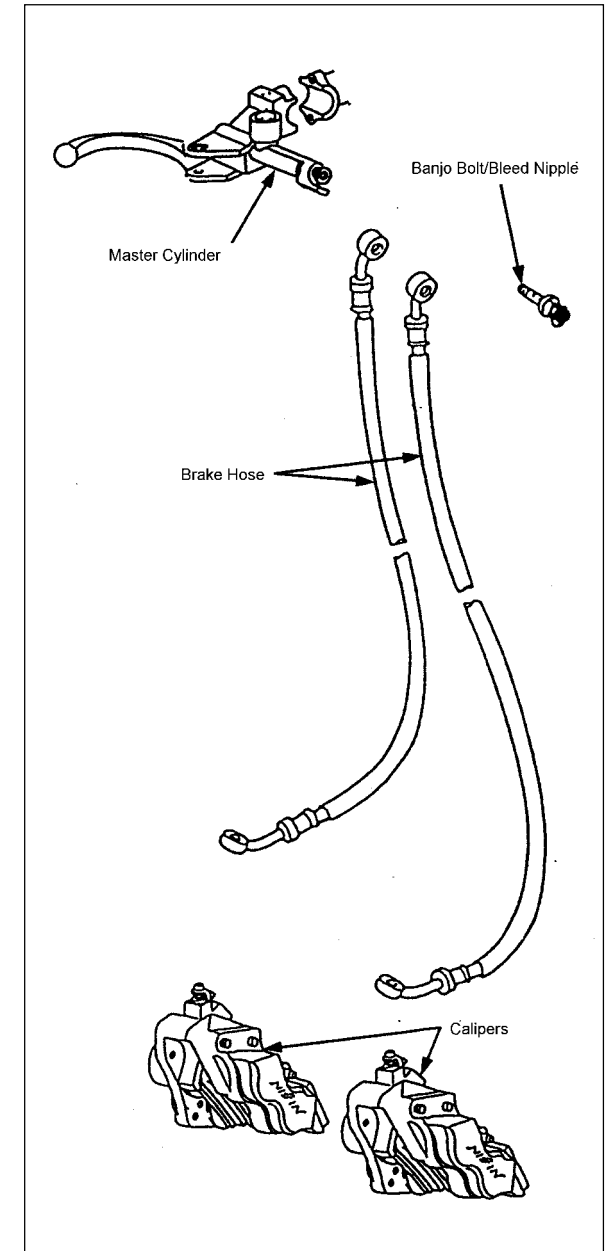
- Ensure that the banjo/bleed nipple bolt does not affect steering operation and brake hoses, then fasten the hoses with tie wrap.
- Loosen the bleed nipple of the callipers, pour brake fluid in with a syringe until fluid comes out in the breather tank.
- Operate the brake lever to drain the air from the bleed nipple of the callipers and the master cylinder until the brake levers are fully squeezed, then carry on operating until the air is completely drained.

Brake fluid : **DOT 4**

### [CAUTION]

- Brake fluid damages paintwork, plastics, rubber, etc.
- Do not reuse sealing washers.
- Do not mix different brands of brake fluid to prevent a chemical change.
- It is easiest to drain air from the callipers first followed by the master cylinder.

- Fit and tighten the front mudguard  
Tightening torque: **1.0kgf.m**





## 11. FRONT BRAKE PADS

### 1. Exchanging the front brake pads

- i) Remove the pad securing pins of the front callipers and exchange it for the kit.

For racing: **Z22W 45105-NKD-970**

For endurance: **TT2501 45105-MN8-006**

- ii) When exchanging the pads, it is easy to remove pins with the pads pushed towards the centre of the wheel. Also, when setting new pads, widen the piston of the calliper makes it easy to set.

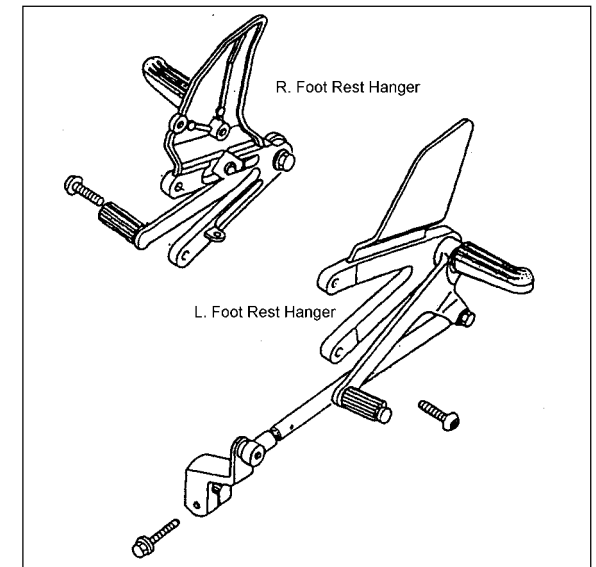
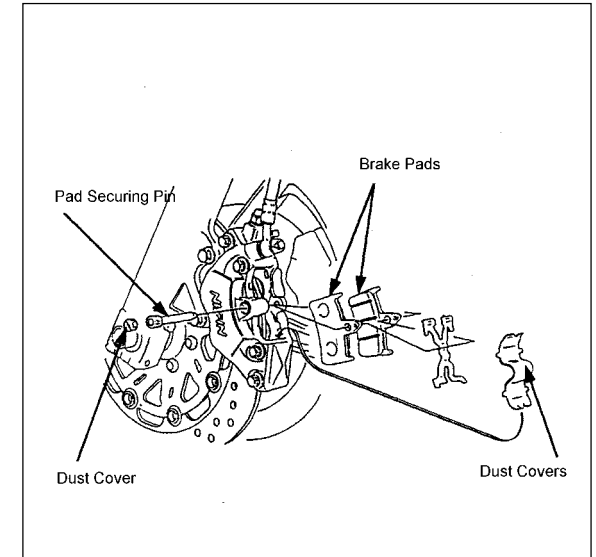
#### **[CAUTION]**

- Detach the dust cover in the interests of cooling the callipers and pads.
- Ensure that pads are exchanged in a set
- Ensure that abrasion of the pads is measured before using.
- The pads **Z22W** for racing is abraded faster than **TT2501** owing to its importance of controlling.
- Exchange pad securing pins regularly as well as pads.
- When widening the calliper piston, ensure that the fluid in the breather tank does not spurt.

## 12. REAR SETS

### 1. Removing the standard rear sets.

- i) Remove the gear shift linkage from the shift spindle shaft take off the L. rear set bolt and detach the foot peg hanger
- ii) Remove the R. rear set bolt and detach the foot peg hanger.
- iii) Remove the joint pin of the rear brake master cylinder then the master cylinder fastening bolt and detach the master cylinder from the foot peg hangers.



## 1-15

### 2. Installing the rear sets.

- i) Loosen the lock nut of the master cylinder brake rod joint, then exchange it for the kit rod end.
- ii) Fit the brake pedal and foot peg to the L. hanger in the kit.
- iii) Fit the gear change lever and foot peg to the R. hanger in the kit.

Tightening torque foot peg hanger: **2.7kgf.m**

The length of the R. tightening bolt is different from L.: R: **8x50** L: **8x55**

#### [CAUTION]

- Install pedals after greasing moving parts.
- Ensure that pedals work smoothly after tightening foot peg hanger.

- iv) Fit the master cylinder to the R. step holder.

Tightening torque: **1.2kgf.m**

- v) Fix the R. rear set to the frame body.
- vi) Install the L. foot peg hanger with a collar adjusted.

Thickness of collars UP/LOW UP: **t = 10** LOW: **t = 15**

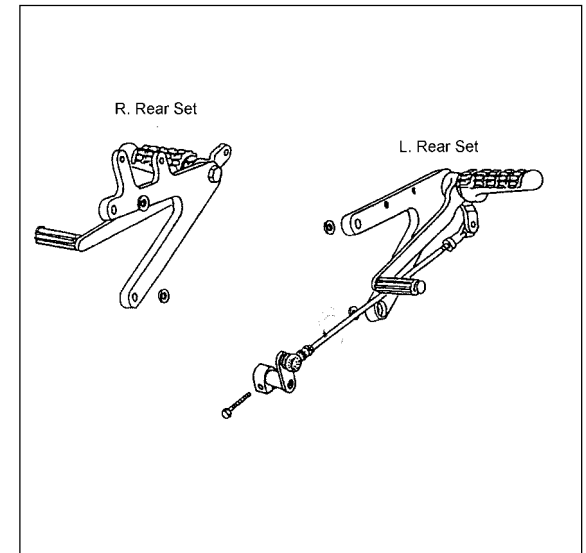
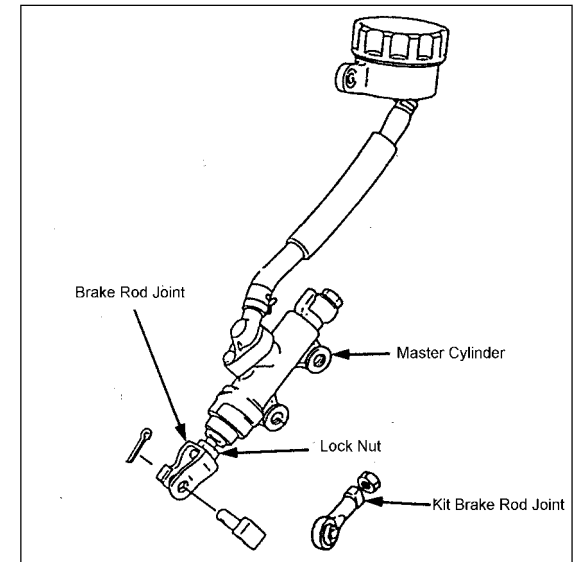
Length of bolts R/L R: **8x28** L: **8x34**

Tightening torque Foot peg hanger: **2.6kgf.m**

- vii) Fasten the gear change arm/rod end temporarily to the change bolt and fit them to pedals and the change spindle shaft
- viii) Adjust the position of each pedal as you prefer. After adjusting the change pedal, re-adjust and tighten them so that the change arm is level with the change bolt tightening stay.  
Tightening torque 6mm bolt: **1.5kgf.m** 6mm nut: **1.2kgf.m**

#### [CAUTION]

- If you wish to equip a foot guard plate to the R. hanger, make one for yourself or repair the one for RS250R.
- Foot guard plate: **50641-NF5-950**



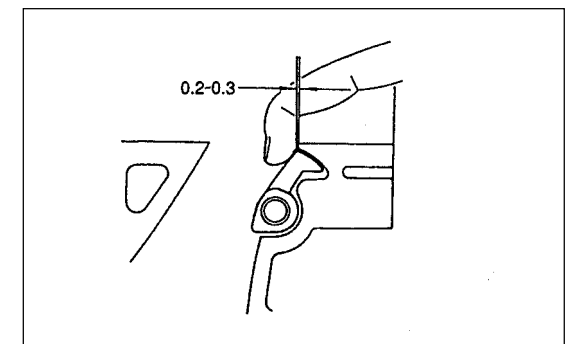
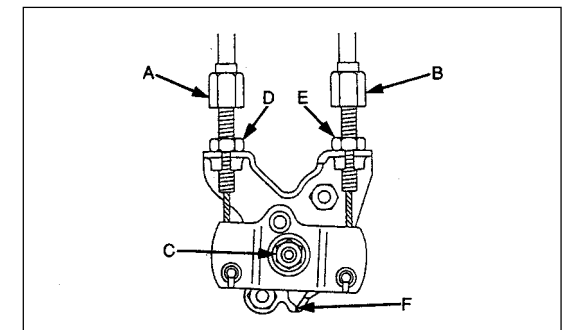
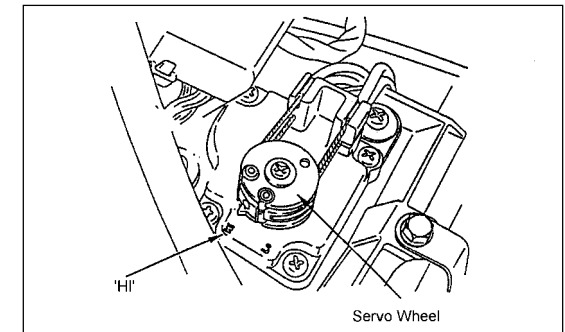
### 13. ADJUSTMENT

#### 1. **Cylinder RC valve**

- Turn the fuel cock of the fuel tank on, pass the petrol to the carburettors, turn the cock off, start the engine and turn the control switch off when the motor registers 'Hi' on the servo wheel at around 2,000 rpm, then adjust the items below.
- i) Remove the radiator/cylinder head and the expansion chamber.
- ii) Loosen the lock nut D/E of the adjuster A/B of the cable.
- iii) Turn the adjuster A of the power valve cable until the pulley does not shake. To check, turn the lock nut C (the left screw) on both sides.
- iv) Insert your hand from the manifold side of the cylinder ensure that the RC valve fits the height of the exhaust port (both sides), if it does not, adjust it by adjuster A.
- v) Turn the adjuster B of the power valve cable until the pulley does not shake.
- vi) Tighten the lock nut D/E of the adjuster A/B of the cable.
- vii) Adjust other cylinder following the same method.
- viii) Fix the cylinder head/expansion chamber and radiator that have been detached, with the provided torque.

#### **[CAUTION]**

- If the R. side of the RC valve does not fit L. side, adjust either side to the lower side.
  - Replace the cylinder head gasket with the new one.
  - Apply silicone seal to the mouth of the expansion chamber to prevent exhaust gas leak.
- ix) Start the engine to ensure that the RC valve works properly.
- After readjusting, keep the RC valve in 'Hi' position, then draw a thin line on the projection F of the pulley on the cable guide base do that it can be easily readjusted.



## 2. Front forks

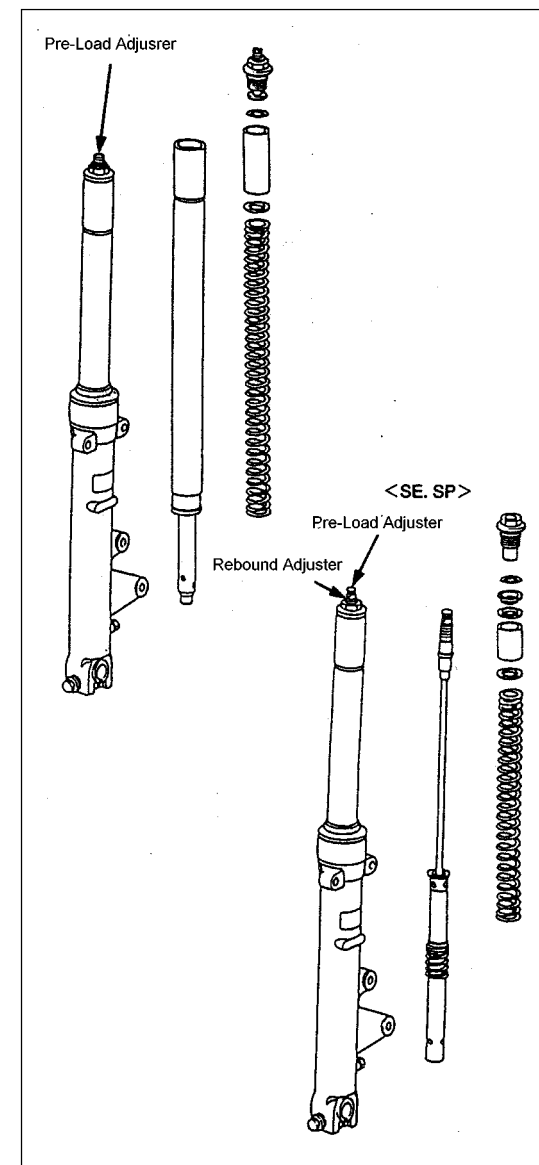
- Standard specification

	NSR250R	NSR250SE	NSR250SP
Capacity of Oil	450cc	383cc	383cc
Oil Level	105mm	145mm	145mm
Position of pre-load adjuster	9mm (3 grade)	12mm (3 grade)	9mm (4 grade)
Scale of pre-load adjuster	0~15mm	6~21mm	3~19mm
Position of rebound adjuster	-	Reverse 7 clicks from MAX	Reverse 7 clicks from MAX
Brand of Oil (lot number)	Honda fork oil #10	Honda fork oil #10	Honda fork oil #10

- A kit is set up to the standard spring.
- Spring bayonet. (SE/SP models only)  
Standard: **0.65~0.85kgf/mm**  
Kit: **0.55~0.95kgf/mm**

### [CAUTION]

- The kit spring can be used only for SP/SE models owing to its length.
- Apart from SE/SP models, adjust them by oil level.
- 0mm is set up as standard projection.



### 3. Exchanging the front fork spring

- i) Put bike on front paddock stand and remove the front tyre/mudguard.
- ii) Turn the pre-load adjusters to the minimum and loosen the bolt of the top yoke. Detach the front fork bolt, slowly raise the bottom case and push the damper COMP out of the fork pipe.
- iii) Remove the fork bolt from the damper COMP.
- iv) Push the spring seat down, remove it from the damper COMP and exchange the spring.

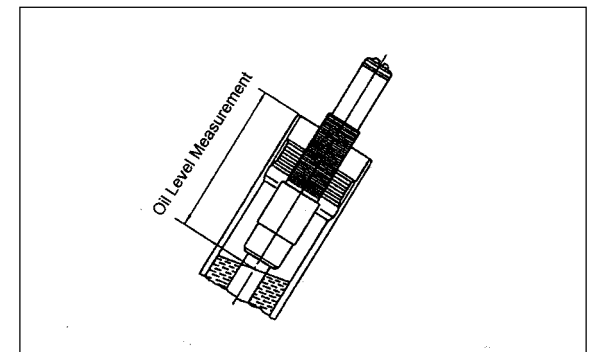
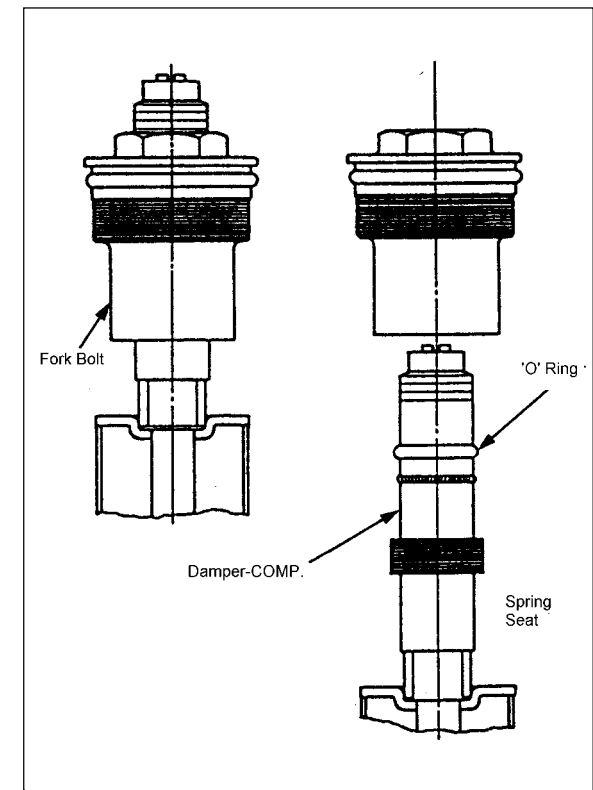
#### [CAUTION]

- When raising the bottom case, protected it with a cloth to prevent oil from scattering.
- Never loosen the locknut of the damper COMP.
- Carrying out exchanging R/L sides separately.
- Closely coiled side of the spring should face downwards.
- Check the oil level before fixing the spring.

Tightening torque's:

Fork bolt: **2.3kgf.m**  
 Front accelerator: **6.0kgf.m**  
 Top yoke bolt: **2.3kgf.m**  
 Front mudguard: **1.0kgf.m**

- v) Apply oil so as not to damage the 'O' ring, then fit the fork bolt.
- vi) After fitting the front spring, detach the paddock stand and check the movement of the front spring.
- vii) Fix the preload adjuster back to the standard position.
- viii) Try running and adjust preload and Comp if necessary.



#### 4. Rear shock absorber

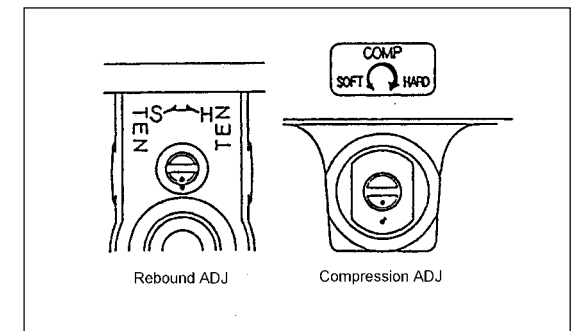
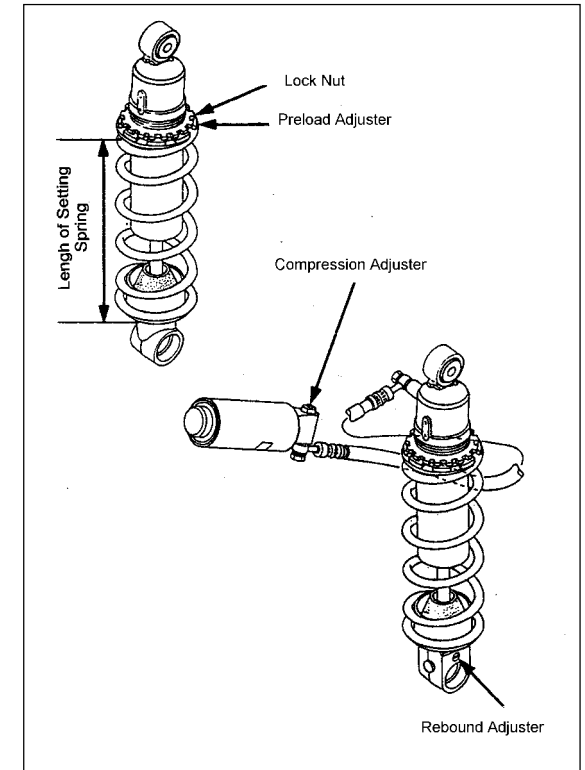
- Standard specification

	NSR250R	NSR250R SE/SP
Sizes of spring preload	10mm from the length of spring free	10mm from the length of spring free
Length of setting spring	(for reference) 179mm	(for reference) 165mm
Position of compression adjuster	-	1.0 reverse (from MAX)
Position of rebound adjuster	-	1.0 reverse (from MAX)

- A kit is set up to the standard spring.
- Spring bayonet:
  - Standard: **k = 12.0kgf/mm**
  - Kit: **k = 11.0/13.0kgf/mm**

#### 5. Exchanging the rear shock absorber

- Insert a jack between the step stand or rear type and the seat rail to prevent the frame from dropping.
- Remove the rear shock absorber from the frame body.
- Loosen the lock nut with a pin spanner, then loosen the adjuster to the full.  
Pin spanner: **07702-0020001**
- Slide the spring seat, remove the stopper plate then exchange the spring.
- Fit the length of the spring to the standard position.
- Try running and adjust shock if necessary.  
Tightening torque rear shock absorber:  
UP: **12kgf.m**    LOW: **10kgf.m**



## 6. Final drive sprocket

- i) Remove the final drive sprocket.
- ii) Loosen the swingarm-bearing holder tightening bolt.
- iii) Fix the drive sprocket suitable for the course.  
Tightening torque: **3.4kgf.m**
- iv) Adjust the chain, then tighten the bearing holder tightening bolt considering the direction of the hose clamp.  
Tightening torque: **5.5kgf.m**  
Spanner: **89201-MR8-000**

### [CAUTION]

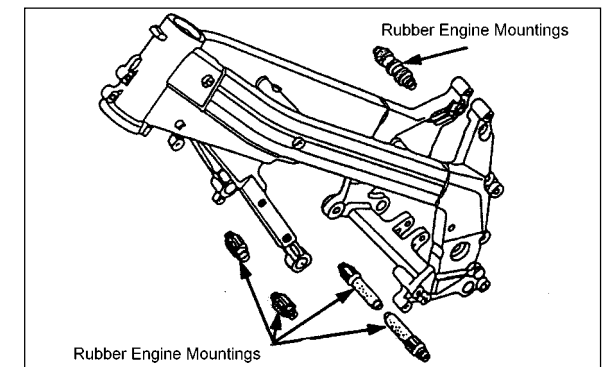
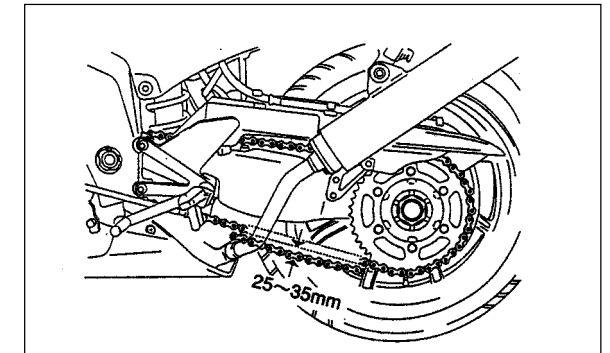
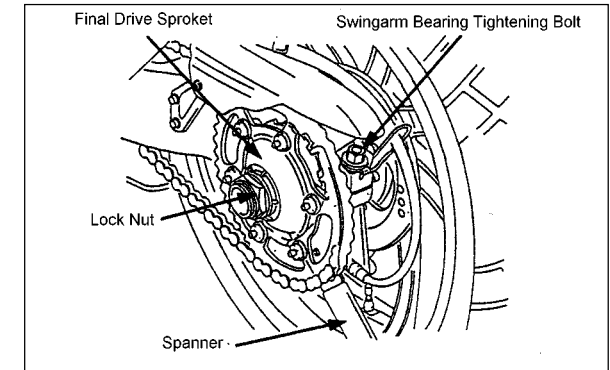
- It is easy to select a sprocket according to the engine speed on the 5<sup>th</sup> or 6<sup>th</sup> gear on the straight of the course.
- It is unnecessary to adjust tension of the chain when exchanging tyres, however, check it every time you drive.
- Ensure that the lock nut has been tightened, then lock it with wire to the drive flange. (Make two  $\varnothing$  1.5mm holes on the opposite angle on the driven flange)

## 7. Engine mounting rubber set

- i) Remove the standard engine hanger bolt.
- ii) Detach the engine ASSY from the frame body, then exchange mounting rubbers of the crankcase.
- iii) Change mounting rubbers of the frame body.

### [CAUTION]

- Change mounting rubbers as much as you can as it reduces the vibration of the engine and greatly influences operating ability.  
Tightening torque: **5.5kgf.m**





## 14. ELECTRICAL EQUIPMENT

### 1. Removing the clock harness.

- Remove the screws on the back of the clocks and detach the meter harness.

#### [CAUTION]

- Never remove three screws altogether as it makes the clocks free in the cowl (*fairing*).
- After removing the indicator valve, seal it with gummed tape to prevent water penetration.

### 2. Exchanging the wiring harness

- Remove the wire harness and exchange it for the kit.
- Move the earth terminal of the thermostat to the same position as the thermo censor.
- If you use the radiator in the kit, remove taping of the SP harness and connect it.
- Pass the harness through the frame body the fix them with tie wraps.

#### [CAUTION]

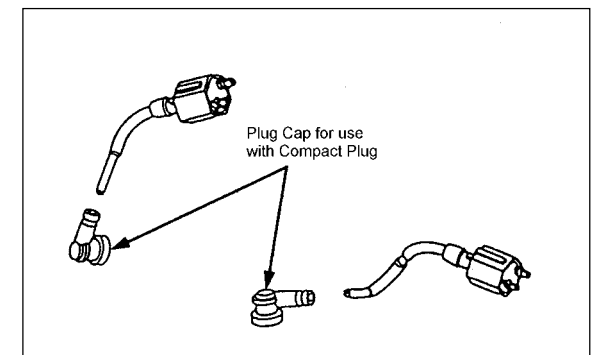
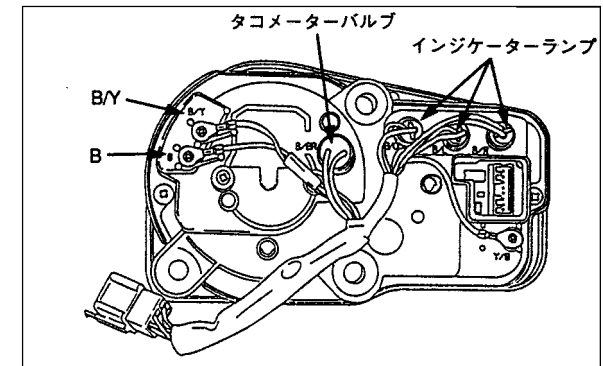
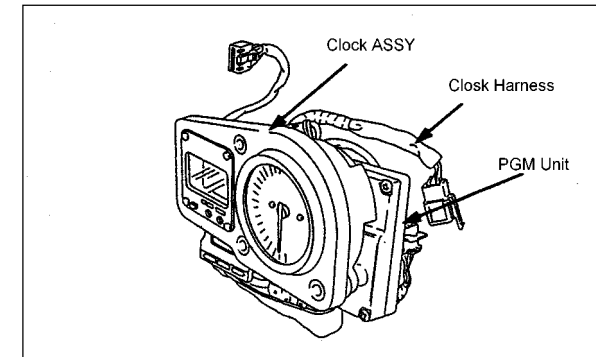
- Wiring work should be done carefully, do not damage by the edge of frame etc.
- Tighten the SP harness Y/G to the B/Y on the back of the meter and the SP harness G to the screw B with separate screws.

#### [CAUTION]

- Fix the SP harness to main stay with tie wrap so as not to sag.

### 3. Ignition coil/ Plug cap.

- Remove the plug cap of the standard ignition coil and exchange it for the plug cap used for the compact plug.
- Fit the #2 ignition coil to the R down tube with the kit stay adjusted.  
Plug: **NGK R5300A-10**
- After removing the plug cap, cut the high-tension lead about 5mm and fit the plug cap for the compact plug.



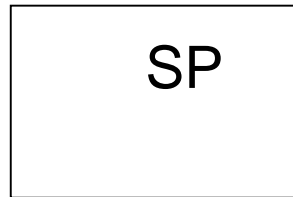
#### 4. PGM HRC memory card

- As for the SP harness all power supplies are controlled by the kill switch.
- Turn the kill switch off when setting the card

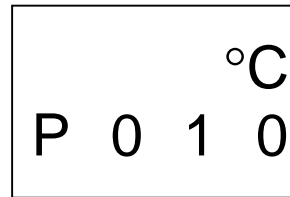
- PGM HRC memory card set

i) Set the card in the card holder. ⇒ The kill switch 'RUN'.

- ☐ Setting the card for the first time.  
(digital display)



(approx. 30sec)



(ready to run)

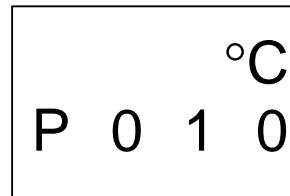
- ☐ Using the same card as before.  
(digital display)

Display of water temp.

below 35°C -.-°C  
over 35°C actual temp.



(approx. 0.5sec)



(ready to run)

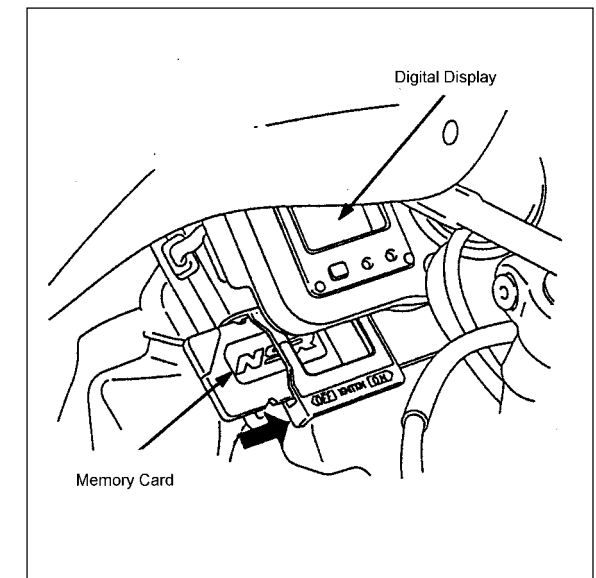
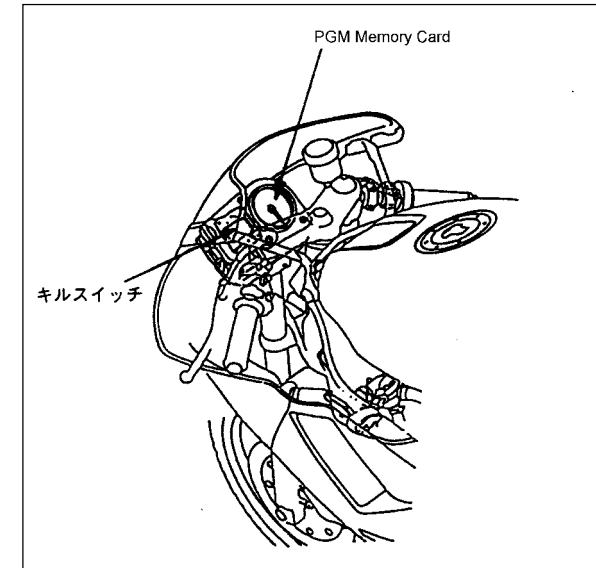
ii) When digital display shows 'P101', the machine is ready to be driven.

#### [CAUTION]

- When digital display shows 'HRC' after setting the card, never turn the kill switch RUN/OFF nor start the engine.
- When other characters are displayed, set another card as the card has been possibly damaged.
- PGM HRC card has two different types (dry/wet).

Dry: **30440-NKD-970**

Wet: **30440-NKD-980**



## ● トランスミッション(1) オフショナルパーツ一覧

Gears		Main		Counter		No. of teeth			推奨レシオ			
		Marking	Part No.	Marking	Part No.	Main	Counter	Ratio	鈴鹿	筑波(A)	筑波(B)	菅生
1st	W D	No. MARK	23210-NKD-941 23210-NKD-951	No. MARK	23421-NKD-940	15	36	2.400		○		
	W D	1 LINE	23212-NH3-750 23210-NH3-750	C1	23421-NF5-000	17	38	2.235				
	W D	2 LINES	23214-NH3-750 23210-NH3-760	C1-2	23421-NF5-810	18	38	2.111				
	W D	2 LINES	23214-NH3-750 23210-NH3-760	C1-3	23421-NF5-830	18	37	2.056	○		○	○
	W D	No. MARK (‘90-’94MODELベース)	23210-KV3-830 23210-KV3-840	No. MARK (‘90-’94MODELベース)	23421-KV3-700	13	37	2.846				
2nd		M2-3	23431-NF5-820	C2-3	23441-NF5-820	20	35	1.750				
		M2-2	23431-NF5-810	C2-2	23441-NF5-810	21	35	1.666			○	
		M2	23431-NF5-000	C2	23441-NF5-000	21	34	1.619	○			○
		No. MARK (‘90-’94MODELベース)	23431-KV3-830	No. MARK	23441-KV3- 950 (‘94MODELベース) 930 (‘90-’93 )	17	34	2.000		○		
3rd -4th		M3-2	23451-NH3-760	C3-2	23461-NF5-710	23	32	1.391	○			○
		M4-2	23451-NH3-760	C4-2	23481-NF5-810	25	30	1.200				
		M3-2	23452-NH3-750	C3-2	23461-NF5-710	23	32	1.391				
		M4	23452-NH3-750	C4	23481-NF5-000	26	30	1.154				
		M3	23453-NH3-750	C3	23461-NF5-720	24	32	1.333				
		M4-2	23453-NH3-750	C4-2	23481-NF5-810	25	30	1.200			○	
		M3	23454-NH3-750	C3	23461-NF5-720	24	32	1.333				
		M4	23454-NH3-750	C4	23481-NF5-000	26	30	1.154				
		No. MARK (‘94MODELベース)	23451-KV3-950	No. MARK (‘94MODELベース)	23461-KV3-830 23481-KV3-950	19 20	30 26	1.578 1.300		○		
		No. MARK (‘90-’93MODELベース)	23451-KV3-830	No. MARK (‘90-’93MODELベース)	23461-KV3-830 23481-KV3-830	19 21	30 28	1.578 1.333				
5th		M5-3	23491-NF5-830	C5-3	23501-NH3-760	26	29	1.115			○	
		M5	23491-NF5-000	C5	23502-NH3-750	27	29	1.074	○			○
		M5-2	23491-NF5-810	C5-2	23503-NH3-750	27	28	1.037				
		No. MARK (‘94MODELベース)	23491-KV3-950	No. MARK (‘94MODELベース)	23501-KV3-950	23	26	1.130				
		No. MARK (‘90-’93MODELベース)	23491-KV3-830	No. MARK (‘90-’93MODELベース)	23501-KV3-830	21	25	1.190		○		
6th		M6-3	23511-NF5-830	C6-3	23521-NH3-760	27	28	1.037			○	
		M6	23511-NF5-000	C6	23522-NH3-750	28	28	1.000				○
		M6-2	23511-NF5-810	C6-2	23523-NH3-750	29	28	0.965	○			
		No. MARK (‘94MODELベース)	23511-KV3-950	No. MARK (‘94MODELベース)	23521-KV3-950	25	25	1.000				
		No. MARK (‘90-’93MODELベース)	23511-KV3-830	No. MARK (‘90-’93MODELベース)	23521-KV3-830	24	26	1.083		○		
Final Ratio									16/40	16/40	16/39	16/41

1<sup>st</sup> Gear main shaft

- W: .....for wet clutch  
D: .....for dry clutch
- A thin line has been drawn on the Ø17 side of the main shaft indicating the position of a marking line. ( No lines on No Mark Gear )

2<sup>nd</sup> -6<sup>th</sup> Gear

- A seal has been carved as an indication of the marking position.

DRIVE		14T	15T	16T
DRIVEN	36T	106L		
	37T			
	38T			
	39T			
	40T	108L		
	41T			
	42T			
	43T			
				110(108)L

## Recommended Ratio

- Tsukuba (A) Set up the transmission of KV3 (‘90-’94 model base machine) and HRC NKD (1<sup>st</sup>) to the base machine.
- Suzuka/Tsukuba (B) Set up the transmission gear of the HRC NH3/NF5 kit. In this case, use the gear shift fork C.L. (P/No 24212-NF5-710 and 24213-NF5-710) together.



## (2) スピードリスト①

## SPEED LIST (10000 rpm)

PRIMARY GEAR  $24/60$  (2.500)TIRE: R = 0.300 m (BS/DUN SP TIRE  $150/60$  R17)

Gears	Main	Counter	No. of teeth		Firol Dr Dn Ratio	16	16	16	15	16	15	16	15	14	16	15	14	16	15	16	14	15	16
			M	C		33	34	35	33	36	34	37	35	33	38	36	34	39	37	40	35	38	41
						2.062	2.125	2.187	2.200	2.250	2.266	2.312	2.333	2.357	2.375	2.400	2.428	2.437	2.466	2.500	2.500	2.533	2.562
1 st	NKD	←	15	36	2.400	91	88	86	85	83	83	81	80	79	79	78	77	77	76	75	←	74	73
	1 LINE	C1	17	38	2.235	98	95	92	91	89	89	87	86	85	85	84	83	83	82	80	←	79	78
	3 LINES	C1-2	18	38	2.111	103	100	97	97	95	94	92	91	90	90	89	88	87	86	85	←	84	83
	3 LINES	C1-3	18	37	2.056	106	103	100	99	97	97	95	94	93	92	91	90	90	89	87	←	86	85
	KV3 (94 MdB)	←	13	37	2.846	77	74	72	72	70	70	68	68	67	66	66	65	65	64	63	←	62	62
	KV3 (90-93 MdB)	←	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	←	↑	↑
2nd	M2-3	C2-3	20	35	1.750	125	121	118	117	114	114	111	110	109	108	107	106	106	104	103	←	102	100
	M2-2	C2-2	21	35	1.666	131	127	124	123	120	119	117	116	115	114	113	111	111	110	108	←	107	105
	M2	C2	21	34	1.619	135	131	127	126	124	123	120	119	118	117	116	115	114	113	111	←	110	109
	KV3 (94 MODEL)	←	17	34	2.000	109	106	103	102	100	99	97	96	95	95	94	93	92	91	90	←	89	88
	KV3 (90-93 MODEL)	←	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	←	↑	↑
3rd   4 th	M3-2	C3-2	23	32	1.391	157	152	148	147	144	143	140	139	137	136	135	133	133	131	130	←	128	126
	M4-2	C4-2	25	30	1.200	182	177	172	171	167	166	162	161	159	158	157	155	154	152	150	←	148	147
	M3-2	C3-2	23	32	1.391	157	152	148	147	144	143	140	139	137	136	135	133	133	131	130	←	128	126
	M4	C4	26	30	1.154	190	184	179	178	174	172	169	167	166	164	163	161	160	158	156	←	154	152
	M3	C3	24	32	1.333	164	159	155	154	150	149	146	145	143	142	141	139	139	137	135	←	133	132
	M4-2	C4-2	25	30	1.200	182	177	172	171	167	166	162	161	159	158	157	155	154	152	150	←	148	147
	M3	C3	24	32	1.333	164	159	155	154	150	149	146	145	143	142	141	139	139	137	135	←	133	132
	M4	C4	26	30	1.154	190	184	179	178	174	172	169	167	166	164	163	161	160	158	156	←	154	152
	KV3 (94 MODEL)	←	19	30	1.578	138	134	131	130	127	126	123	122	121	120	119	118	117	116	114	←	113	111
		←	20	26	1.300	168	163	159	158	154	153	150	149	147	146	144	143	142	141	139	←	137	135
	KV3 (90-93 MODEL)	←	19	30	1.578	138	134	131	130	127	126	123	122	121	120	119	118	117	116	114	←	113	111
		←	21	28	1.333	164	159	155	154	150	149	146	145	143	142	141	139	139	137	135	←	133	132
5 th	M5-3	C5-3	26	29	1.115	196	190	185	184	180	178	175	173	172	170	168	167	166	164	162	←	160	158
	M5	C5	27	29	1.074	204	198	192	191	187	185	182	180	178	177	175	173	172	170	168	←	166	164
	M5-2	C5-2	27	28	1.037	211	205	199	198	193	192	188	186	184	183	181	179	178	176	174	←	172	170
	KV3 (94 MODEL)	←	23	26	1.130	194	188	182	181	177	176	173	171	169	168	166	164	164	162	160	←	157	156
	KV3 (90-93 MODEL)	←	21	25	1.190	184	178	173	172	168	167	164	162	161	159	158	156	155	154	151	←	150	148
6 th	M6-3	C6-3	27	28	1.037	211	205	199	198	193	192	188	186	184	183	181	179	178	176	174	←	172	170
	M6	C6	28	28	1.000	219	212	206	205	200	199	195	193	191	190	188	186	185	183	180	←	178	176
	M6-2	C6-2	29	28	0.965	227	220	214	212	208	206	202	200	198	197	195	192	192	190	187	←	184	182
	KV3 (94 MODEL)	←	25	25	1.000	219	212	206	205	200	199	195	193	191	190	188	186	185	183	180	←	178	176
	KV3 (90-93 MODEL)	←	24	26	1.083	202	196	190	189	185	184	180	178	177	175	173	171	171	169	167	←	164	162



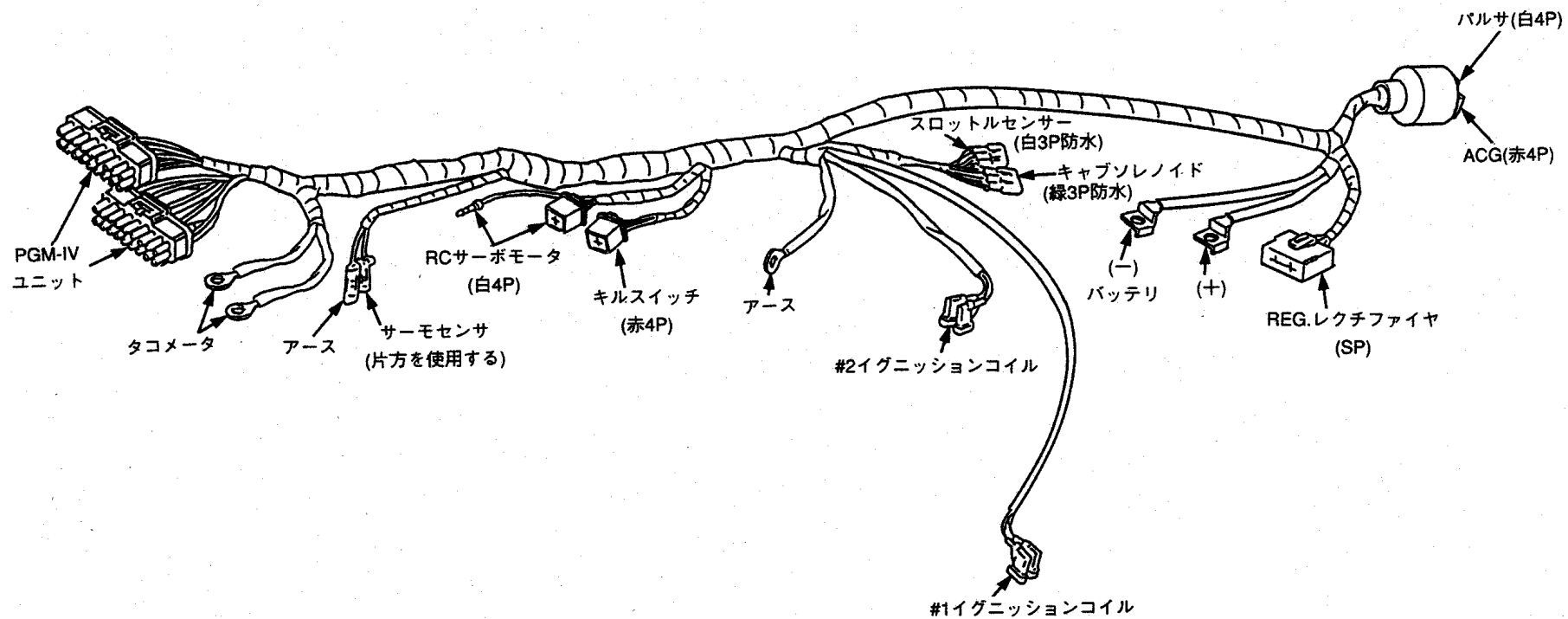
## (3) スピードリスト②

SPEED LIST (10000 <sup>rpm</sup>)PRIMARY GEAR <sup>24/60</sup> (2.500)TIRE: R = 0.300 m (BS/DUN SP TIRE <sup>150/60</sup> R17)

Gears	Main	Counter	No. of teeth		Firol Dr Dn	14	15	16	14	15	16	14	15	16	14	15	14	15	14	15	14	14	14
			M	C		36	39	42	37	40	43	38	41	44	39	42	40	43	41	44	42	43	44
			Ratio	2.571	2.600	2.625	2.642	2.666	2.687	2.714	2.733	2.750	2.785	2.800	2.875	2.866	2.928	2.933	3.000	3.071	3.142		
1 st	NKD	←	15	36	2.400	73	72	71	71	70	70	69	68	68	67	67	65	65	64	64	62	61	59
	1 LINE	C1	17	38	2.235	78	77	77	76	75	75	74	74	73	72	72	70	70	69	68	67	65	64
	3 LINES	C1-2	18	38	2.111	83	82	87	81	80	79	78	78	77	76	76	74	74	73	73	71	69	68
	3 LINES	C1-3	18	37	2.056	85	84	83	83	82	81	81	80	79	78	78	76	76	75	74	73	71	69
	KV3 (94 MdB)	←	13	37	2.846	61	61	60	60	59	59	58	58	57	57	56	55	55	54	54	52	51	50
	KV3 (90-93 MdB)	←	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
2nd	M2-3	C2-3	20	35	1.750	100	99	98	97	96	96	95	94	93	92	92	90	90	88	88	86	84	82
	M2-2	C2-2	21	35	1.666	105	104	103	102	101	101	100	99	98	97	96	94	94	92	92	90	88	86
	M2	C2	21	34	1.619	108	107	106	105	104	103	102	102	101	100	99	97	97	95	95	93	90	88
	KV3 (94 MODEL)	←	17	34	2.000	87	86	86	85	84	84	83	82	82	81	80	79	78	77	77	75	73	71
	KV3 (90-93 MODEL)	←	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	
3rd   4 th	M3-2	C3-2	23	32	1.391	126	125	123	123	121	120	119	118	118	116	116	113	113	111	110	108	106	103
	M4-2	C4-2	25	30	1.200	146	144	143	142	141	140	138	137	137	135	134	131	131	128	128	125	122	119
	M3-2	C3-2	23	32	1.391	126	125	123	123	121	120	119	118	118	116	116	113	113	111	110	108	106	103
	M4	C4	26	30	1.154	152	150	149	148	146	145	144	143	142	140	139	137	136	133	133	130	127	124
	M3	C3	24	32	1.333	131	130	129	128	127	126	124	124	123	121	121	118	118	115	115	113	110	107
	M4-2	C4-2	25	30	1.200	146	144	143	142	141	140	138	137	137	135	134	131	131	128	128	125	122	119
	M3	C3	24	32	1.333	131	130	129	128	127	126	124	124	123	121	121	118	118	115	115	113	110	107
	M4	C4	26	30	1.154	152	150	149	148	146	145	144	143	142	140	139	137	136	133	133	130	127	124
	KV3 (94 MODEL)	←	19	30	1.578	111	110	109	108	107	106	105	104	104	102	102	100	99	97	97	95	93	91
		←	20	26	1.300	135	133	132	131	130	129	128	127	126	124	124	121	121	118	118	115	113	110
	KV3 (90-93 MODEL)	←	19	30	1.578	111	110	109	108	107	106	105	104	104	102	102	100	99	97	97	95	93	91
		←	21	28	1.333	131	130	129	128	127	126	124	124	123	121	121	118	118	115	115	113	110	107
5 th	M5-3	C5-3	26	29	1.115	157	155	154	153	152	150	149	148	147	145	144	141	141	138	138	135	132	129
	M5	C5	27	29	1.074	167	161	160	159	157	156	155	154	153	151	150	147	146	143	143	140	137	133
	M5-2	C5-2	27	28	1.037	169	167	166	165	163	162	160	159	158	156	155	152	152	148	148	145	141	138
	KV3 (94 MODEL)	←	23	26	1.130	155	153	152	151	150	148	147	146	145	143	142	140	139	136	136	133	130	127
	KV3 (90-93 MODEL)	←	21	25	1.190	147	146	144	143	142	141	140	139	138	136	135	132	132	129	129	126	123	120
6 th	M6-3	C6-3	27	28	1.037	169	167	166	165	163	162	160	159	158	156	155	152	152	148	148	145	141	138
	M6	C6	28	28	1.000	175	173	172	171	169	168	166	165	164	162	161	158	157	154	154	150	147	143
	M6-2	C6-2	29	28	0.965	182	180	178	177	175	174	172	171	170	168	167	164	163	160	159	156	152	149
	KV3 (94 MODEL)	←	25	25	1.000	175	173	172	171	169	168	166	165	164	162	161	158	157	154	154	150	147	143
	KV3 (90-93 MODEL)	←	24	26	1.083	162	160	159	158	156	155	153	152	151	149	149	146	145	142	142	139	136	132







2-1

## '94 – NSR250R Parts List

### PART 'B' CONTENTS

#### How to use the parts list

#### The group of engine.

E – 1 Cylinder-cylinder head piston

E – 2 Sealing plug set  
drive sprocket A.C. generator

E – 3 Transmission set (DRY/WET)

E – 4 Carburettor setting kit

#### The group of frame.

F – 1 Steering damper set

F – 2 Final driven sprocket  
front/ rear shock absorber springs  
maintenance stand ASSY

F – 3 Front brake hose set-brake pad

F – 4 Rear sets

F – 5 HRC card set

F – 6 Spark plug set-carburettor box set

F – 7 Engine mounting rubber set

F – 8 Radiator set

F – 9 Connecting hoses

Lot number index

2-2

2-3

2-4

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2-7

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2-9

2-10

2-11

2-12

2-13

2-14

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2-16

### How to order these parts

- The parts with ' 1 ' mark on the left in the parts list are used only for HRC. Order them from an HRC service shop or consult HRC dealer.
- The parts without ' 1 ' mark are manufactured by 'Honda Ltd'. Ask for them at the nearest Honda motorcycle dealer.
- These prices are the retail prices on the 1<sup>st</sup> Oct. 1995.
- Consumption Taxes are not included. (Retail prices may be altered without notice)





## 2-2

### How to use the parts list

- Please use it when you order or repair parts.
- This list contains the parts for sale.
- Order these parts by part numbers. (Indicate the type, colour, manufacturer and model when required as parts may be altered.)
- Parts with ( ) in quantity column are optional parts.

- Composition of part numbers.

(e.g.) General Parts

77777      Γ777 Γ77 7 77      |      Part colour  
Main lot number      Model      Alteration      Manufacturer division

(e.g.) Bolts, nuts and other standard parts

77777      Γ777 Γ7 7      |      Coating  
Main lot number      Size      JIS amendment

- Abbreviations.

**A.C.**      Alternating Current      **ASSY**      Assembly

**COMP**      Complete      **PGM**      Programme

**STD**      Standard      **T (22T)**      No. of teeth 22)

## 2-3

**L.**      Left

**L (100L)** Link (link100)

**mm**      Millimetre

**R.**      Right

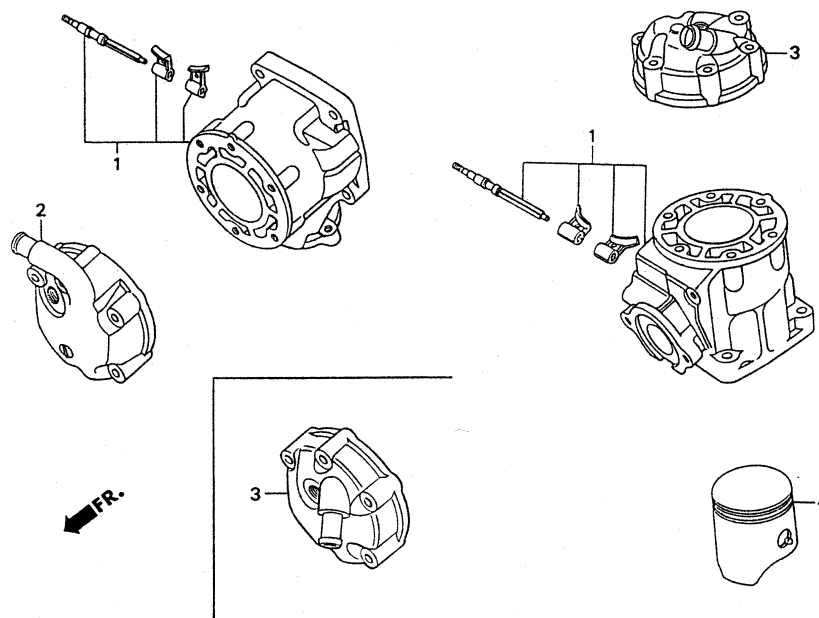
- '94NSR250RのSP用エキゾーストチャンバーは、下記コンストラクターにてお買い求めください。

SP用	ショップ名	住 所	備 考
○	HONDA SPORTS MOTO BUM	〒110 東京都台東区台東4-13-23	TEL.03-3831-4265 FAX.03-3831-4282
○	(有)城北ホンダ オート	〒161 東京都新宿区西落合3-26-6	TEL.03-3952-4004 FAX.03-3952-0081
○	(有)ハルク・プロ	〒189 東京都東大和市南街1-9-2	TEL.0425-66-3851 FAX.0425-66-3901
○	i.FACTORY	〒329-02 栃木県小山市栗宮1-13-45	TEL.0285-25-0508 FAX.0285-24-5643
○	ラ・モト・ KOHSAKA	〒497 愛知県海部郡蟹江町源氏1-6	TEL.05679-5-9991 FAX.05679-5-0698
○	ホンダ ワールド(株)	〒513 三重県鈴鹿市住吉町6786	TEL.0593-78-1455 FAX.0593-78-6192
○	(株)サイクル ワールド	〒673 兵庫県神戸市西区森友4-13	TEL.078-928-3232 FAX.078-928-4711



Block N°  
**E – 1**  
 Cylinder-  
 cylinder head-  
 piston  
 (SP recommended parts)

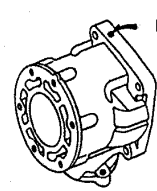
NOTE (1)  
 These parts are the same as  
 base models, however,  
 recommended as the most  
 suitable parts for SP models



NOTE (2)

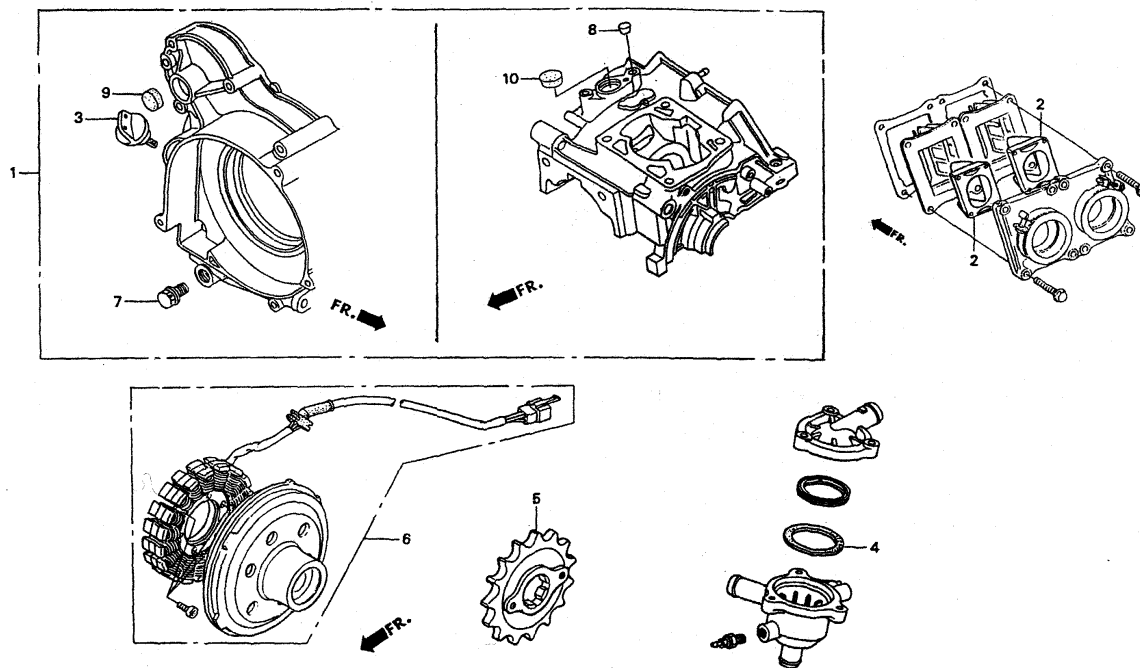
The rear head COMP (P/ N° **12220-KV3-680**) can be used in place of the front head COMP (P/ N° **12210-KV3-680**). In this case, utilise with the connecting hose in block N° **F - 9**

Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note																	
1	06121-KV3-950	Cylinder set A	37,900	2		Cylinder – Piston adapting list																						
	06122-KV3-950	Cylinder set B	37,900	2		<table><tr><td>piston</td><td rowspan="2">B</td><td rowspan="2">B without mark</td><td rowspan="2">D</td></tr><tr><td>cylinder</td></tr><tr><td>A</td><td>O</td><td></td><td></td></tr><tr><td>B</td><td></td><td>O</td><td></td></tr><tr><td>C</td><td></td><td></td><td>O</td></tr></table>						piston	B	B without mark	D	cylinder	A	O			B		O		C			O
piston	B	B without mark	D																									
cylinder																												
A	O																											
B		O																										
C			O																									
	06123-KV3-950	Cylinder set C	37,900	2																								
2	12210-KV3-680	Front head COMP	6,700	1																								
3	12220-KV3-680	Rear head COMP	6,700	1																								
4	13102-KV3-830	Piston B	3,950	2																								
	13103-KV3-830	Piston B (without mark)	3,950	2																								
	13104-KV3-830	Piston D	3,950	2																								



Position of Mark

Block N°  
**E – 2**  
 Sealing plug set-  
 Drive sprocket-  
 A.C. generator

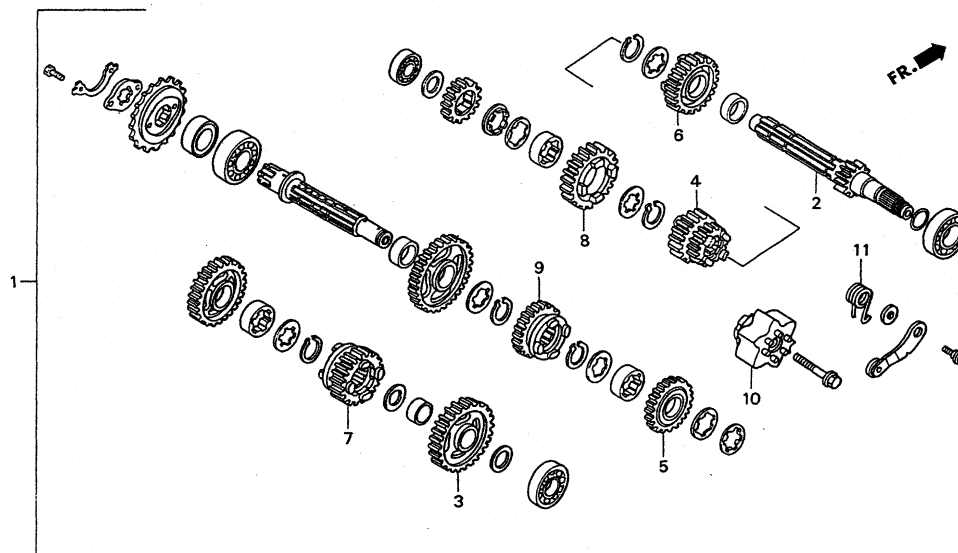


Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
• 1	06470-NKD-970	Sealing plug set	1,700	1							
• 2	14102-NKD-980	Intake rectifier	500	2							
• 3	15611-NH3-000	Oil filler cap	350	1							
• 4	19300-NKD-970	Thermostat seal	300	1							
• 5	23801-NH3-000	Drive sprocket 15T	2,900	1							
•	23802-NH3-000	Drive sprocket 16T	3,020	1							
• 6	31100-NKD-970	A.C. generator flywheel	200,000	1							
• 7	90081-NF5-000	Drain bolt, 10mm	130	1							
• 8	90807-NKD-940	Cone type plug, 4.5x8mm	300	1							
• 9	90871-733-003	Sealing plug, 28mm	185	1							
• 10	91201-NH3-003	Sealing plug, 20mm	830	1							

Block N°  
**E – 3**  
 Transmission set-  
 (DRY/WET)

NOTE

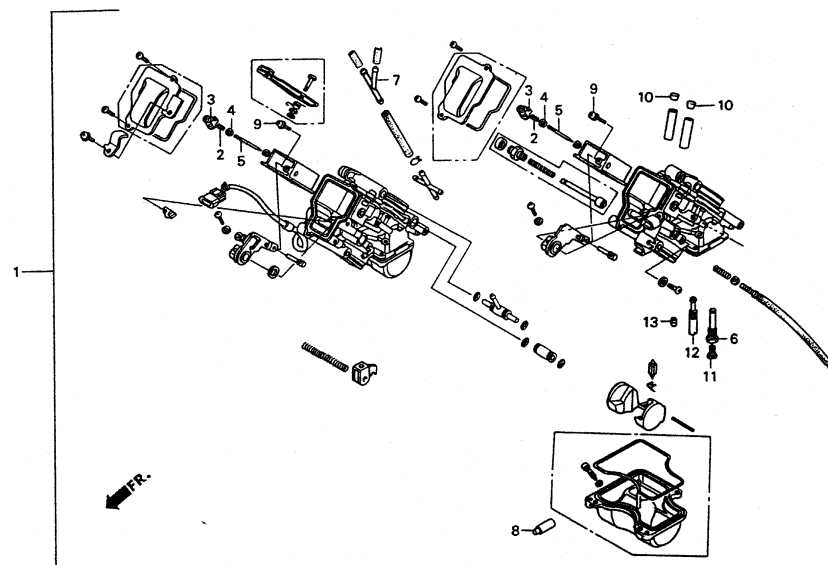
- A transmission set contains all the components of **E – 3** (Dry/Wet each)
- D.....Dry Clutch  
W.....Wet Clutch



Ind. N°	Part N°	Items	Price (Y)	Quantity		Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
				D	W							
• 1	06120-NKD-970	Transmission Set (Dry)	48,000	1	-							
•	06122-NKD-970	Transmission Set (Wet)	48,000	-	1							
• 2	23210-NKD-941	Main Shaft COMP ,W. (15T)	10,900	-	1							
•	23210-NKD-951	Main Shaft COMP ,D. (15T)	10,900	1	-							
• 3	23421-NKD-940	Counter shaft first gear (36T)	9,500	1	1							
4	23451-KV3-830	Main shaft third/fourth gear (19T/21T)	6,200	1	1							
5	23481-KV3-830	Counter shaft fourth gear (28T)	4,250	1	1							
6	23491-KV3-830	Main shaft fifth gear (21T)	4,050	1	1							
7	23501-KV3-830	Counter shaft fifth gear (25T)	4,950	1	1							
8	23511-KV3-830	Main shaft sixth gear (24T)	4,350	1	1							
9	23521-KV3-830	Counter shaft sixth gear (26T)	4,950	1	1							
10	24312-KV3-831	Shift drum centre	1,600	1	1							
11	24435-KV3-000	Drum stopper spring	135	1	1							

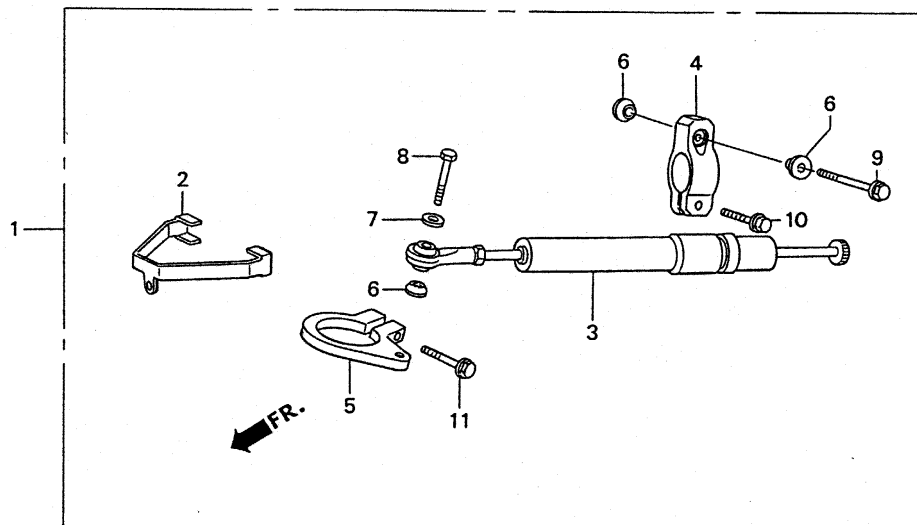
Block N°  
**E - 4**  
Carburettor setting kit

NOTE  
A carburettor setting kit contains  
all the components of **E - 4**



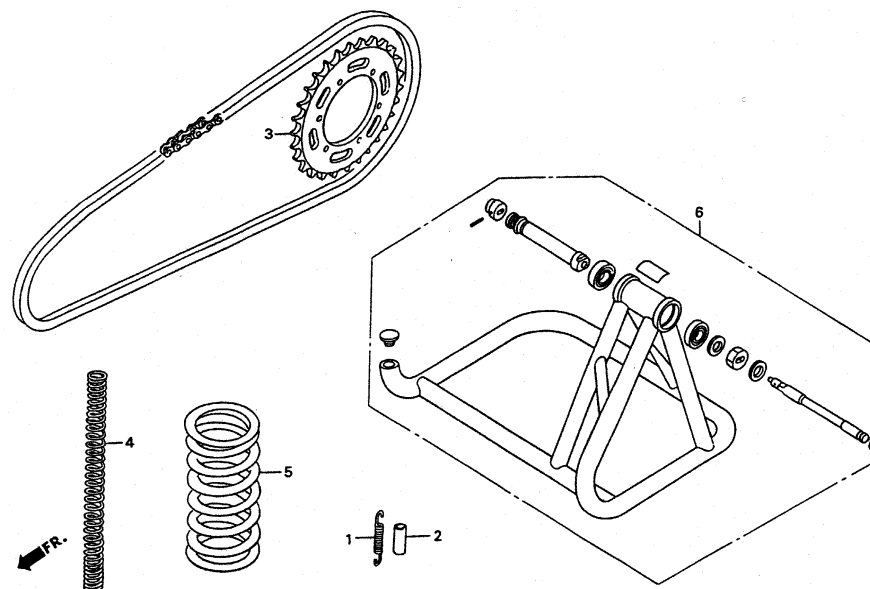
Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
• 1	<b>16020-NKD-970</b>	Carburettor setting kit	8,000	1			<b>99101-393-1750</b>	Main jet #175	300	2	
• 2	<b>16050-NKD-970</b>	Coil spring COMP	400	2		•	<b>99101-393-1780</b>	Main jet #178	300	2	
• 3	<b>16092-NKD-970</b>	Valve plate	550	2			<b>99101-393-1800</b>	Main jet #180	360	2	
4	<b>16115-169-004</b>	Bar clip	155	6		•	<b>99101-393-1820</b>	Main jet #182	300	2	
• 5	<b>16131-NKD-970</b>	Jet needle J8YA mark	1,260	2	2.755		<b>99101-393-1850</b>	Main jet #185	300	2	
•	<b>16132-NKD-970</b>	Jet needle J8YB mark	1,260	2	2.765	•	<b>99101-393-1880</b>	Main jet #188	300	2	
•	<b>16133-NKD-970</b>	Jet needle J8Yc mark	1,260	2	2.775	•	<b>99101-393-1900</b>	Main jet #190	300	2	
						•	<b>99101-393-1920</b>	Main jet #192	300	2	
• 6	<b>16165-NKD-970</b>	Needle jet holder	1,000	2		•	<b>99101-393-1950</b>	Main jet #195	300	2	
• 7	<b>16180-NKD-970</b>	3 way joint COMP	1,000	1		•	<b>99101-393-1980</b>	Main jet #198	300	2	
8	<b>16215-MV4-000</b>	Cap	75	2		•	<b>99101-393-2000</b>	Main jet #200	300	2	
9	<b>93892-04020-10</b>	Screw 4x20	30	2		12	<b>99103-440-0400</b>	Slow jet #40	360	2	
• 10	<b>96205-04005</b>	Cone type plug 4x5	40	2			<b>99103-440-0420</b>	Slow jet #42	440	2	
							<b>99103-440-0450</b>	Slow jet #45	440	2	
11	<b>99101-393-1700</b>	Main jet #170	300	2		13	<b>16165-NKD-970</b>	Power jet (#0)	450	2	
•	<b>99101-393-1720</b>	Main jet #172	300	2							

Block N°  
**F – 1**  
 Steering damper set-



Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
• 1	<b>06530-NKD-970</b>	Steering damper set	39,800	1							
• 2	<b>53215-NKD-970</b>	Handle stopper	4,500	1							
• 3	<b>53700-NF5-762</b>	Steering damper ASSY	23,700	1							
• 4	<b>53705-NF5-760</b>	Steering damper holder ASSY	10,000	1							
• 5	<b>53710-NF5-752</b>	Steering damper stay ASSY	6.760	1							
• 6	<b>53713-NC8-000</b>	Steering damper spacer	540	3							
7	<b>94102-08000</b>	Plain washer 8mm	25	1							
8	<b>95801-08030-00</b>	Flange bolt 8x30	50	1							
9	<b>95801-08035-00</b>	Flange bolt 8x35	50	1							
10	<b>95801-08028-00</b>	Flange bolt 8x28	50	1							
11	<b>96001-06032-00</b>	Flange bolt 8x32	50	1							

Block N°  
**F – 2**  
 Final driven sprocket  
 Front/rear shock absorber spring  
 Maintenance stand ASSY



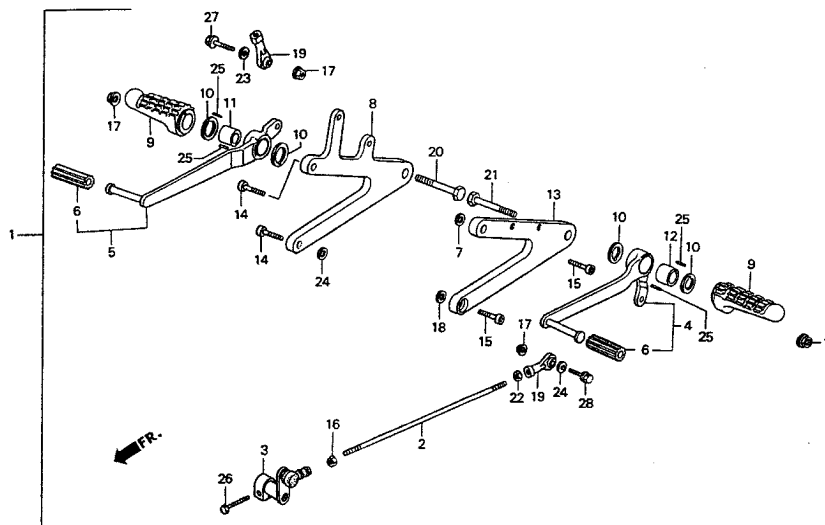
Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
1	18332-KS6-000	Exhaust pipe spring	330	4							
• 2	18333-ND4-760	Spring tube	470	4							
• 3	41237-NL0-841	Final drive sprocket 37T	8,530	1							
•	41238-NL0-841	Final drive sprocket 38T	8,530	1							
•	41239-NL0-841	Final drive sprocket 39T	8,530	1							
•	41240-NL0-841	Final drive sprocket 40T	8,530	1							
•	41241-NL0-841	Final drive sprocket 41T	8,530	1							
•	41242-NL0-841	Final drive sprocket 42T	8,530	1							
• 4	51401-NKD-970	Front fork spring (K=0.95)	5,000	2							
• 5	52401-NKD-970	Rear shock absorber spring (K=11.0)	7,200	1							
•	52401-NKD-980	Rear shock absorber spring (K=11.0)	7,200	1							
6	85000-MR7-000	Maintenance stand ASSY	39,700	1							



[illegible]

Block N°  
**F - 4**  
Rear sets kit

NOTE  
A rear sets kit contains all the  
components of **F - 4**



Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
• 1	<b>06500-NKD-970</b>	Rear sets kit	46,000	1		16	<b>90201-MR1-000</b>	Tie rod nut	85	1	
• 2	<b>24706-NH3-760</b>	Change bolt 247	700	1		17	<b>90309-428-731</b>	Flange nut 8mm	185	4	
• 3	<b>24710-NH3-760</b>	Gear change arm COMP.	4,000	1		18	<b>90309-KJ2-000</b>	Engine hanger collar	340	1	
• 4	<b>24720-NH3-760</b>	Gear change pedal COMP.	8,900	1		• 19	<b>91060-NH3-900</b>	Rod end 8mm	1,000	2	
• 5	<b>46500-NKD-970</b>	Brake pedal COMP>	9,500	2		20	<b>92201-08050-0A</b>	Hexagonal nut 8x50	50	1	
• 6	<b>46501-ND4-750</b>	Pedal rubber	380	2		• 21	<b>92201-08055-0A</b>	Hexagonal nut 8x55	50	1	
7	<b>50222-ML0-000</b>	Engine hanger front upper collar	350	1		22	<b>94002-08020-0S</b>	Hexagonal nut	35	1	
• 8	<b>50600-NKD-970</b>	R. foot peg hanger	5,500	1		23	<b>94101-08000</b>	Plain washer 8mm	25	1	
• 9	<b>50611-NF4-770</b>	Foot peg	5,300	2		24	<b>94102-08000</b>	Plain washer 8mm	25	1	
• 10	<b>50642-NF4-770</b>	Washer 8.2	210	4		25	<b>96220-20080</b>	Roller 2x8	15	4	
• 11	<b>50643-NF4-770</b>	Collar 16x8.2	530	1		26	<b>96300-06022-00</b>	Flange bolt 6x22	50	1	
• 12	<b>50700-NH3-760</b>	Pedal collar 16x8.2	500	1		27	<b>96400-08028-00</b>	Flange bolt 6x28	55	1	
• 13	<b>50700-NKD-970</b>	L. foot peg hanger	5,000	1		28	<b>96400-08032-00</b>	Flange bolt 6x32	55	1	
14	<b>90112-KV3-830</b>	Socket bolt 8x28	175	2							
15	<b>90112-MB0-000</b>	Socket bolt 8x34	235	2							

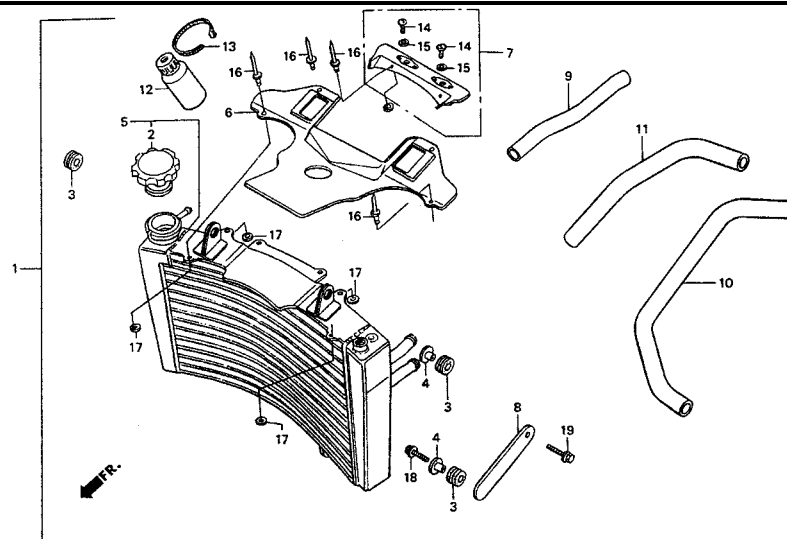
Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
● 1	06111-NK3-971	HRC card set 0/0	22,000	1	
● 2	30440-NK3-970	PGM HRC memory card 010	15,500	1	Dry
● 3	30440-NK3-980	PGM HRC memory card 020	15,500	1	Wet
● 4	32100-NK3-970	Wire harness	6,500	1	
● 5	50105-NK3-970	Head pipe plate	2,000	1	
6	96300-08020-00	Flange bolt	50	3	

Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
● 1	06113-NKD-970	Spark plug set	12,000	1	
● 2	17210-NKD-970	Carburettor box set	35,000	1	
● 3	30700-ND5-751	Noise suppresser cap ASSY	2,600	2	
● 4	31930- ND5-003	Spark plug 10	2,600	2	
● 5	31940- ND5-003	Spark plug 10.5	2,600	2	
● 6	36197-NKD-970	Ignition coil stay	2,000	1	
● 7	90652- ND5-000	Tie wrap 2.4x92	60	4	
8	96300-06022-00	Flange bolt 6x22	50	1	

[illegible]

Block N°  
**F - 8**  
Radiator set

NOTE  
A radiator set contains all the  
components of **F - 8**



Ind. N°	Part N°	Items	Price (Y)	Quantity	Note	Ind. N°	Part N°	Items	Price (Y)	Quantity	Note
• 1	<b>06190-NKD-970</b>	Radiator set	120,000	1		• 16	<b>91080-NC8-300</b>	Rivet 3.2x6.2	10	6	
• 2	<b>19037-NX5-003</b>	Filler cap COMP	1,560	1		17	<b>94101-03000</b>	Plain washer 3mm	25	6	
3	<b>19051-KA3-830</b>	Radiator mounting rubber	135	3		18	<b>96300-06022-00</b>	Flange bolt 6x22	50	1	
4	<b>19052-KA3-830</b>	Radiator mounting collar	215	2		19	<b>96300-06025-00</b>	Flange bolt 6x25	50	1	
5	<b>19100-NKD-970</b>	Radiator COMP	120,000	1							
• 6	<b>19112-NKD-970</b>	Upper radiator front cover	6,600	1							
• 7	<b>19112-NKD-970</b>	Upper radiator rear cover	7,500	1							
• 8	<b>19115-NKD-970</b>	Radiator stay	2,300	1							
• 9	<b>19507-NKD-970</b>	Rear radiator hose	500	1							
• 10	<b>19508-NKD-970</b>	Radiator hose A	1,800	1							
• 11	<b>19509-NKD-970</b>	Radiator hose B	1,800	1							
• 12	<b>19602-NF4-810</b>	Catch tank 250	530	1							
• 13	<b>90651-NC8-000</b>	Tie wrap 3.6x281	110	1							
• 14	<b>90653-NF5-760</b>	Fastener stud	220	2							
• 15	<b>90654-NF5-000</b>	Socket bolt 8x34	235	2							

[illegible]

## ' 9 4 - N S R 2 5 0 R 部品番号索引

部品番号	ブロック	部品番号	ブロック	部品番号	ブロック	部品番号	ブロック
06000		15000		19052-KA3-830	F- 8	24710-NH3-760	F- 4
06111-NKD-971	F- 5	15611-NH3-000	E- 2	19100-NKD-970	F- 8	24720-NH3-760	F- 4
06113-NKD-970	F- 6			19112-NKD-970	F- 8		
06120-NKD-970	E- 3			19113-NKD-970	F- 8		
06121-KV3-950	E- 1	16000		19115-NKD-970	F- 8	30000	
06122-KV3-950	E- 1			19300-NKD-970	E- 2		
06122-NKD-970	E- 3	16020-NKD-970	E- 4	19507-NKD-970	F- 8	30440-NKD-970	F- 5
06123-KV3-950	E- 1	16050-NKD-970	E- 4	19508-NKD-970	F- 8	30440-NKD-980	F- 5
06190-NKD-970	F- 8	16092-NKD-970	E- 4	19508-NKD-980	F- 9	30700-NKD-751	F- 6
06451-NKD-970	F- 3	16115-169-004	E- 4	19509-NKD-970	F- 8		
06460-NKD-970	F- 7	16131-NKD-970	E- 4	19509-NKD-980	F- 9		
06470-NKD-970	E- 2	16132-NKD-970	E- 4	19602-NF4-810	F- 8	31000	
06500-NKD-970	F- 4	16133-NKD-970	E- 4			31100-NKD-970	E- 2
06530-NKD-970	F- 1	16165-NKD-970	E- 4	23000		31930-ND5-003	F- 6
		16180-NKD-970	E- 4			31940-ND5-003	F- 6
		16215-MV4-000	E- 4	23210-NKD-941	E- 3		
12000				23210-NKD-951	E- 3		
12210-KV3-680	E- 1	17000		23421-NKD-940	E- 3	32000	
12220-KV3-680	E- 1			23451-KV3-830	E- 3		
		17210-NKD-970	F- 6	23481-KV3-830	E- 3	32100-NKD-970	F- 5
				23491-KV3-830	E- 3		
13000				23501-KV3-830	E- 3		
		18000		23511-KV3-830	E- 3	36000	
13102-KV3-830	E- 1			23521-KV3-830	E- 3		
13103-KV3-830	E- 1	18332-KS6-000	F- 2	23801-NH3-000	E- 2	36197-NKD-970	F- 6
13104-KV3-830	E- 1	18333-ND4-760	F- 2	23802-NH3-000	E- 2		
						41000	
14000		19000		24000			
				24312-KV3-831	E- 3	41237-NL0-841	F- 2
14102-NKD-980	E- 2	19037-NX5-003	F- 8	24435-KV3-000	E- 3	41238-NL0-811	F- 2
		19051-KA3-830	F- 8	24706-NH3-760	F- 4	41239-NL0-811	F- 2
						41240-NL0-811	F- 2



## ' 9 4 - N S R 2 5 0 R 部品番号索引

部品番号	ブロック	部品番号	ブロック	部品番号	ブロック	部品番号	ブロック
41241-NL0-811	F- 2	51000		90653-NF5-760	F- 8	95000	
41242-NL0-811	F- 2			90654-NF5-000	F- 8		
		51401-NKD-970	F- 2	90742-KJ2-000	F- 4	95801-08030-00	F- 1
				90807-NKD-940	E- 2	95801-08035-00	F- 1
45000				90871-733-003	E- 2		
		52000					
45105-MN8-006	F- 3					96000	
45105-NKD-970	F- 3	52401-NKD-970	F- 2	91000			
45124-NKD-970	F- 3	52401-NKD-980	F- 2			96001-06028-00	F- 1
45125-NKD-970	F- 3			91060-NH3-900	F- 4	96001-06032-00	F- 1
45530-NX5-000	F- 3			91080-NC8-300	F- 8	96205-04005	E- 4
		53000		91201-NH3-003	E- 2	96220-20080	F- 4
						96300-06022-00	F- 4
46000		53215-NKD-970	F- 1				F- 6
		53700-NF5-762	F- 1	92000			F- 8
46500-NKD-970	F- 4	53705-NF5-760	F- 1			96300-06025-00	F- 8
46501-ND4-750	F- 4	53710-NF5-752	F- 1	92201-08050-0A	F- 4	96300-08020-00	F- 5
		53713-NC8-000	F- 1	92201-08055-0A	F- 4	96400-08028-00	F- 4
						96400-08032-00	F- 4
50000							
		85000		93000		99000	
50105-NKD-970	F- 5						
50210-NKD-970	F- 7	85000-MR7-000	F- 2	93892-04020-10	E- 4	99101-393-1700	E- 4
50211-NKD-970	F- 7					99101-393-1720	E- 4
50216-NKD-970	F- 7					99101-393-1750	E- 4
50222-ML0-000	F- 4	90000		94000		99101-393-1780	E- 4
50600-NKD-970	F- 4					99101-393-1780	E- 4
50611-NF4-770	F- 4	90081-NF5-000	E- 2	94002-08020-0S	F- 4	99101-393-1800	E- 4
50642-NF4-770	F- 4	90112-KV3-830	F- 4	94101-03000	F- 8	99101-393-1820	E- 4
50643-NF4-770	F- 4	90112-MB0-000	F- 4	94101-08000	F- 4	99101-393-1850	E- 4
50643-NH3-760	F- 4	90201-MR1-000	F- 4	94102-08000	F- 1	99101-393-1880	E- 4
50700-NH3-760	F- 4	90309-428-731	F- 4		F- 4	99101-393-1900	E- 4
		90651-NC8-000	F- 8			99101-393-1920	E- 4
		90652-ND5-000	F- 6			99101-393-1950	E- 4

' 9 4 - N S R 2 5 0 R 部品番号索引

部品番号	ブロック	部品番号	ブロック	部品番号	ブロック	部品番号	ブロック
99101-393-1980	E- 4						
99101-393-2000	E- 4						
99103-440-0400	E- 4						
99103-440-0420	E- 4						
99103-440-0450	E- 4						
99106-NKD-970	E- 4						

**NSR250SP****SPECIFICATION**

Model		NSR250SP
Model No.		MC28
Engine		Liquid-cooled, 2-stroke crankcase reed valve 90° V-twin
Bore x Stroke		54 x 54.5mm
Displacement		249cm²
Max. Power Output		40PS/9000rpm
Max. Torque		3.3kgm/8.500rpm
Compression		7.5:1
Ignition		Digital CDI
Carburetor		2 x 34mm Keihin flat slide carbs
Fuel Capacity		16 litres
2-stroke Oil Capacity		1.2 litres
Transmission*		6-speed with dry clutch
Frame		Aluminium twin-spar
Dimensions (LxWxH)		1,970 x 650 x 1,045mm
Wheelbase		1,340mm
Seat Height		770mm
Ground Clearance		130mm
Caster Angle/Trail		23°00'/85mm
Suspension*	Front	41mm r/wu telescopic forks, adjustable preload, adjustable rebound
	Rear	Pro-link fully adjustable monoshock with remote reservoir damper and cast aluminium Pro-Arm swingarm
Tyres/Wheels**	Front	110/70 ZR17/6 spoke 'U' section magnesium
	Rear	150/60 ZR17/6 spoke 'U' section magnesium
Brakes	Front	270mm dual floating discs with Nissin 4-piston caliper
	Rear	210mm single disc with 2-piston sliding caliper
Dry Weight		138kg
* R Model has wet clutch, aluminium wheels & preload adjustment only		
** SE Model has aluminium wheels		



