



Viper Racing UK – SK250S

The Viper Racing UK SK250S is primarily available as a kit of parts that can be built using new or existing parts and tuning ancillaries from a Honda CR250 (2002-2007) motocross/supercart engine.

If required we can machine the gearbox housing to take the 1992-2001 parts, but would advise that the later 2002-2007 gearbox is stronger and has a smoother gearchange.

The SK250S parts kit consists of:

- Crankcases and Right Hand Cover
- Cylinder
- Cylinder Head
- Crankshaft
- Piston
- Balance Shaft Assembly

The parts that can be used from the Honda CR250 are:

1. Transmission
2. Gear Selector Mechanism
3. Clutch and Primary Drive

Many of the Honda Supercart racing ancillaries, such as ignition, inlet assembly and carburettor can also be used.

Viper Racing UK can also supply the engine fully built and in race-ready condition. The specification of the fully built engine recently displayed on the British Supercart Association stand at the Autosport International Show is as follows

General Description Specification

Water-cooled 250cc Single cylinder 2-stroke engine suitable for use in Supercarts.

Capacity: 250cc

Bore: 68mm

Stroke: 68.8mm

Configuration

Crankcase induction (carburettor on front of crankcases)

CNC crankcases machined from aircraft aluminium billet.

Mikuni/Viper TMX 41.5mm carburettor

Reed valve induction with 8-petal reed block

Carbon fibre reed petals

Reverse cylinder with rearward exiting exhaust

Bespoke single-ring piston, designed and produced to give long and reliable service.

Contd:

Contd:

2-piece billet aluminium cylinder head

Precision cast aluminium cylinder with 5 transfer ports and 3 exhaust ports

Tungsten weighted crankshaft with forged CNC machined competition connecting rod.

Silver-coated big and little end bearing cages.

5-speed constant mesh sequential gearbox with 4 additional alternative gear ratios (for UK F250 National)

6-speed close ratio constant mesh gearbox option (for use where allowed by regulations)

Wet Clutch and gearbox lubrication by immersion bath/splash lubrication.

Integral water pump.

Ignition is by AC generator powered Viper Racing UK 2-curve digital programmable CDI system.

Fuel is supplied by a modified Mikuni DF-52 pulse pump, which takes its pulse from the crank chamber.

Bespoke race expansion chamber and silencer

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