

2024-2025
 Off-Highway Vehicle Program
 State Trail Grant Application

GM II
 SW-M,E



COLORADO
 Parks and Wildlife
 Department of Natural Resources

Name of Project: OHV Ouray Trail Crew 2025	Date of Application: 11/14/2023
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(Please limit the project name to 5 words or less)

Total Project Cost: \$234,993.00 (round off to the nearest \$1)	Grant Request: \$135,744.00 Amount Requested (round off to the nearest \$1) must match the Project Budget Form.
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PROJECT SPONSOR (Name and Address for entity legally responsible for project)

Organization Name: **Ouray Ranger District (GMUG National Forest)**
 Mailing Address: **2505 S. Townsend Avenue Montrose, CO 81401**
 Telephone: **970-240-5414** Email: **Joseph.Knob@usda.gov**

OFFICIAL USE ONLY – UEI # (IF REQUIRED):

<https://sam.gov/content/duns-uei>

PROJECT CONTACT This is the person with day-to-day responsibility for the managing the project, ensuring the contract scope of work will be fulfilled. Please notify us if *Project Contact* changes.

Name: **Joe Knob** Title: **Trails Coordinator**
 Mailing Address: **2505 S. Townsend Avenue Montrose, CO 81401**
 Telephone: **970-240-5414** Email: **Joseph.Knob@usda.gov**
 Is this the primary contact for this grant:
YES NO

PROJECT CLOSE-OUT CONTACT This is the person responsible for submitting receipts for project spending and close-out. Please notify us if *Project Contact* changes.

Name: **Joe Knob** Title: **Trails Coordinator**
 Mailing Address: **2505 S. Townsend Avenue Montrose, CO 81401**
 Telephone: **970-240-5414** Email: **Joseph.Knob@usda.gov**

GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)

Name: **Amy Sharp** Title: **Grant/Agreements Specialists**
 Mailing Address: **1617 Cole Boulevard Building 17**
 Telephone: **720-689-7045** Email: **amy.sharp@usda.gov**

PROJECT LOCATIONNearest Town or City: **Montrose**County(ies): **Montrose, Ouray, Delta, Gunnison, Hinsdale**[Montrose CO - Bing Maps](#)

Township/Range/Section:

State Senate District #: **5,6,7**State Representative District #: **54,58,61****LAND OWNERSHIP**

1. Provide the name/s of the property owners:

2. The trail corridor is controlled by: Fee Simple Lease Easement License
 Right-of-Way Land Acquisition Ownership to be obtained Other (explain): **USFS****TRAIL SYSTEM INFORMATION** (List the number of miles for each type of OHV trail in your area)Miles of Singletrack: 150 Miles of 50" or less: 160 Miles of Full-sized: _____**TRAIL USER INFORMATION** (Please check all that apply to the work planned for this project) All-Terrain Vehicle Side x Side Full Sized 4X4
 Motorcycling Four-Wheeling Accessible Access**PROJECT INFORMATION** (Please check all activities that apply to this project.)

Include detailed information for each in the Project Scope of Work.

 Trail Maintenance Travel Plan Implementation *New Trail Construction miles / ft. _____
(Approved through Travel Mgt Decision) Resource Protection & Improvement *Major Re-Route miles / ft. closed _____
(that will require new or additional environmental approvals) miles / ft. added _____ Signs Youth Corps Restoration/Rehabilitation (existing corridor) Planning Visitor Contacts & Law Enforcement Capital Equipment Education Land Acquisition or Other

* New Trail Construction & Major Re-Route: Trail location(s) must be indicated on project map and detailed description of trail work plans must be provided in Project Selection Criteria, Section D-1, #3 Resource Protection, Enhancement & Restoration

TRAIL ACTIVITIES SUMMARY (Based on your project description and budget, provide the percentage for each of the categories listed below.)

% of Budget	Program maintenance (e.g., erosion controls, water bars and culverts, trail clearing and brushing, trail hardening and trail tread repairs, bridge construction and repairs, trailhead improvements and maintenance, crew wages, etc.)
60	
5	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
20	Planning & Travel Plan Implementation (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)
15	Equipment /Materials/ Signs/ Youth Corps/Miscellaneous (e.g., equipment maintenance and repair, personnel training, certification in the use of specialized equipment, program coordination, etc.)
100	Total: (Note: Percentages should add to 100 %)

SCOPE OF WORK – Project Description:

Project Name: OHV Ouray Trail Crew 2025	Project No.: (to be completed by CPW)
Project Sponsor: Ouray Ranger District	Application Year: 2024-2025
Project Contact: Joseph Knob	Application No.: (to be completed by CPW)
Total Project Cost: \$234,993.00	Grant Request: \$135,744.00

Project Description

The OHV Ouray Trail Crew is based out of Montrose, CO on the Ouray Ranger District. The crew is responsible for trail maintenance and the management of motorized trails on the Uncompahgre Plateau, Cimarron Mountain Division, and north of the San Juan Mountains. The purpose of this crew is to provide exceptional OHV riding experiences to the public through improving trail sustainability, accessibility, and opportunity. Through the years, the OHV Ouray Trail Crew has accomplished this mission and will continue to do so. The objectives of the crew for the 2024-2025 season are to accomplish:

- Supporting trail needs and maintenance issues with WESTCORE, Thunder Mountain Wheelers, and Uncompahgre Valley Trail Riders.
- Continue to offer certifications and training to volunteers such as: CPR, First Aid, chainsaw, ATV/UTV, etc.
- Assist the Ouray Dozer Maintenance Program to address project such as: corridor overgrowth, excessive debris on trails, hardening creek crossings, and trail clearing.
- Prioritize workdays with local OHV clubs to remove blowdown at the beginning of the season on single-track and 50in trails.
- Improve crew efficiency with the purchase of a new dirt bike.
- Identify and plan projects such as retaining walls, grass paver installation, and trail maintenance with volunteer groups.
- Coordinate projects on Colorado OHV trails with BLM to improve the sustainability of trails and offer exceptional riding experiences to the public.
- Work with BLM on lower elevation trails in the spring in the Peach Valley Area and the Dry Creek Area.
- Spend the spring servicing equipment, inventorying trail needs, and preparing tools for the field season.
- In the summer, maintain Forest Service managed trails: Buck, Grays Creek, Aspen, Little Red, Clear Creek, and Paradox.
- Assist Norwood Ranger District with their needs on OHV trails.
- In the summer to early autumn, focus on maintenance needs of Nate Creek, Alpine, and the Stealey trail system.
- Contact the public in the fall informing them of OHV rules and regulations.
- Finish the field season by inventorying trail accomplishments, servicing tools and equipment, and organizing the trails cache.

Definitions:

OHV- Off Highway Vehicle

BLM- Bureau of Land Management

UTV/ATV- Utility terrain vehicle/ All-terrain vehicle

Budget Form

Project Name: OHV Ouray Trail Crew 2025

Date Project will be Completed: 5/31/2025

Project Sponsor: USFS- Ouray Ranger District

ITEMS LISTED IN THE BUDGET BELOW SHOULD BE SPECIFIC AND CORRESPOND TO THE PLANNED ACTIVITIES INDICATED IN THE PROJECT DESCRIPTION (SCOPE OF WORK) IN YOUR GRANT APPLICATION *(Round amounts off to nearest dollar)*

PROJECT FUNDING SOURCES <small>List all sources and amounts of project funding in this section (insert additional lines if needed)</small>	CASH	In-Kind (Non-Cash) Contributions	TOTAL
OHV Grant Funding (amount of requested OHV grant funds only)			\$ 135,744.00
Other Funding Sources	\$ -	\$ -	\$ -
USFS Matching Funds \$99,249.00	\$ -	\$ -	\$ -
FS Trails Coordinator for 5 months	\$ 23,799	\$ -	\$ 23,799.00
Rec Staff (10 days)	\$ 4,510	\$ -	\$ 4,510.00
Grants/ Agreements Specialist (14 days)	\$ 5,760	\$ -	\$ 5,760.00
Forest Engineer (14 days)	\$ 5,775	\$ -	\$ 5,775.00
FS provided Dump Trailer (FOR)	\$ 1,476	\$ -	\$ 1,476.00
Fleet Management (14 days)	\$ 4,001	\$ -	\$ 4,001.00
Volunteer/Partners 2000hrs@ \$21.25 an hour	\$ -	\$ 42,500	\$ 42,500.00
FS Alpine Ranger GS-7 (14 days)	\$ 3,132	\$ -	\$ 3,132.00
FS provided OHV Crew Truck (FOR)	\$ 8,296	\$ -	\$ 8,296.00
	\$ -	\$ -	\$ -
USE OF GRANT FUNDING	TOTAL PROJECT AMOUNT		\$ 234,993.00

List uses of grant funding (only) below

I. Personnel Costs

Identify as: Salary/wage, benefits, travel, training, outfitting costs, personal protection equipment, etc.

	\$ Per Hr		Total Cost
Permanent OHV Crew Lead - GS-7 for 6 months	\$ 29.08	6 months	\$ 30,244.50
Permanent OHV Assistant Crew Lead - GS-7 for 6 months	\$ 29.08	6 months	\$ 30,244.50
Permanent OHV Crew Member- GS-5 for 6 months	\$ 23.48	6 months	\$ 24,377.50
Permanent OHV Crew Member- GS-5 for 6 months	\$ 23.48	6 months	\$ 24,377.50
PPE and Safety Trainings for Crew	\$ -		\$ 3,000.00
<small>For CPW use only. Approximate number of workhours</small>	3,859.83	Category Total	\$ 112,244.00

II. Project Materials/Supplies

Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.

	Price Per	Quantity	Total
Trails supplies and materials such as hardware for repairs, lumber, power tools, s	\$ -		\$ - \$ 2,500.00
	\$ -		\$ - \$ -
	\$ -		\$ - \$ -
	\$ -		\$ - \$ -
	\$ -		\$ - \$ -
		Category Total	\$ 2,500.00

III. Equipment

Identify as: Trail Dozers, ATV/UTV, motorcycle, chainsaws, winches, field equipment rentals, equipment fuel, repairs, and operations, etc.

R&M for machines and equipment	\$ -		\$ - \$ 6,000.00
New Dirt Bike	\$ -		\$ - \$ 12,000.00
Fuel for machines	\$ -		\$ - \$ 3,000.00
		Category Total	\$ 21,000.00

III.A. FLEET Equipment

Identify as: Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE

	\$ -		\$ - \$ -
	\$ -		\$ - \$ -
	\$ -		\$ - \$ -
		Category Total	\$ -

IV. Contracted Services

Identify as: Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs

	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ -

V. Volunteer Support

Identify as: For Volunteers Only Safety education, safety gear (gloves/goggles), outfitting, per diem (meals or mileage when travel required by and identified in project scope of work), non-monetary awards or recognition.

	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ -

Note: Any changes to the budget must have pre-approval from the Program

Total **\$ 135,744.00**

C-1

FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The applicant is responsible for securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, and/or federal laws.

Project Name	<u>Ouray Trail Dozer Maintenance Program</u>	Project Sponsor	<u>Ouray Ranger District (GMUG National Forest)</u>
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As the official responsible for management of the land on which the project will be accomplished, I agree to the following:

1. The project as described in this application has my approval.
2. The project is located on federal public lands and is in conformance with the appropriate Forest Management Plan, BLM Resource Area Management Plan or other decision document titled:

<u>Amended Land/Resource Mgt. Plan (GMUG Natl. Forest)</u>	Date: 1991
<u>Uncompahgre Natl. Forest Travel Plan-Record of Decision</u>	2002

3. A decision has been issued as part of the NEPA environmental review process.

Date and title of document:

If not, please state reason and the estimated date when NEPA will be complete. [No funds will be distributed until any required NEPA documentation is completed.]

For more information contact:

4. The next planning process that may affect this project is planned for (date).

Dana Gardunio District Ranger- Ouray RD

Print or type Land Manager's Name and Title

DANA GARDUNIO Digitally signed by DANA GARDUNIO
Date: 2023.11.08 14:44:20 -07'00'

Land Manager Signature and Title

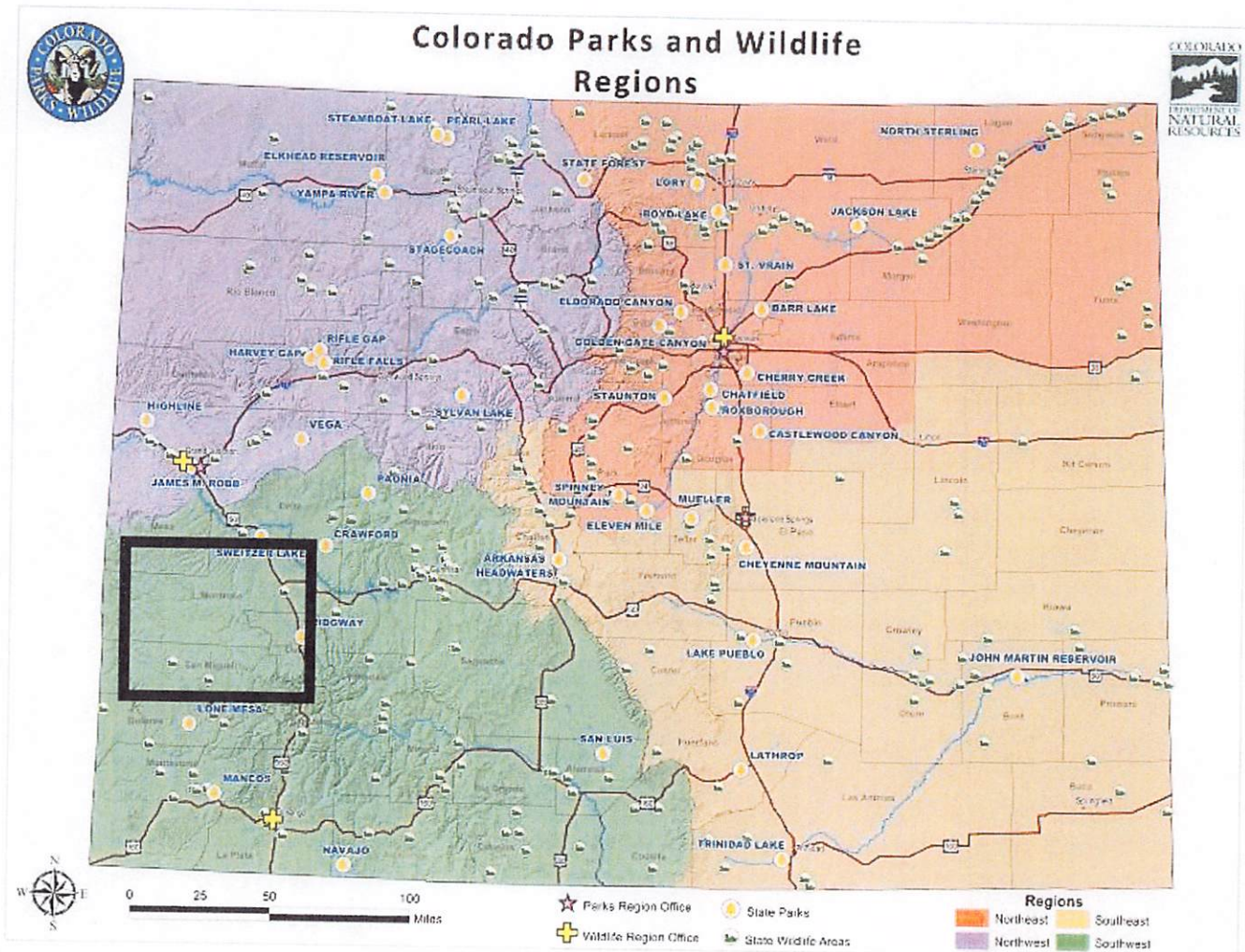
Date

E-1 Vicinity Map & E-2 Project Site Maps

Maps being requested include:

- "General area" (vicinity) map. (E-1)
- A drill-down of that map that shows the *specific* "project vicinity". (E-2a)
- Another drill down map showing specific trails and/or work area (highlighted). (E-2b)

E-1 Vicinity Map: Please mark the vicinity where the project is located on the map below.



E-2 Project Maps: Please provide a map identifying the specific trail-work area or project site. (Make 12 copies to include in your application packet)

1:24,000 scale map OR a Motor Vehicle Use Map (MVUM)
That clearly shows roads, trails, streams, management area boundaries, and other significant natural and developed features in the vicinity of the project.

(F) Project Illustration

Improving the trail

Before



After

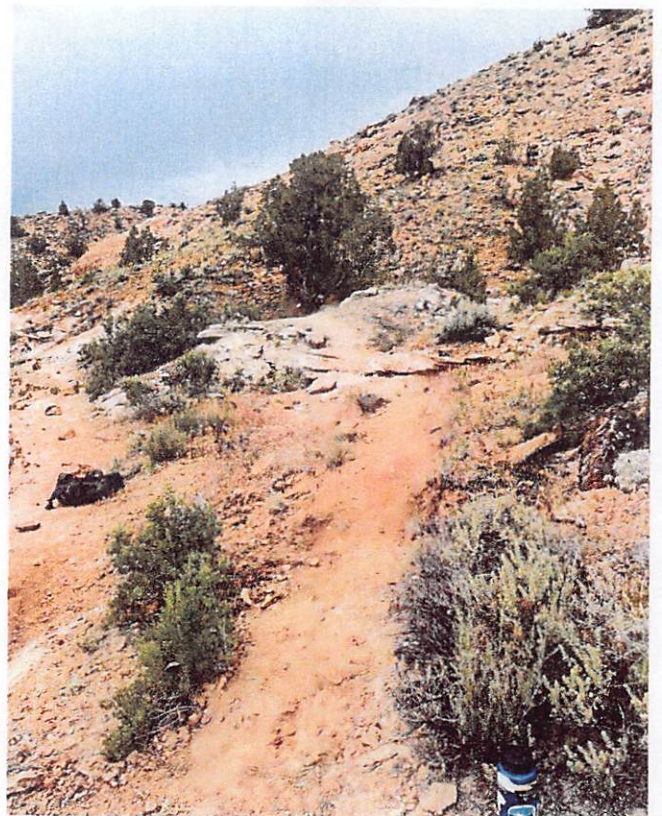


Working with BLM to fix section of trail

Before



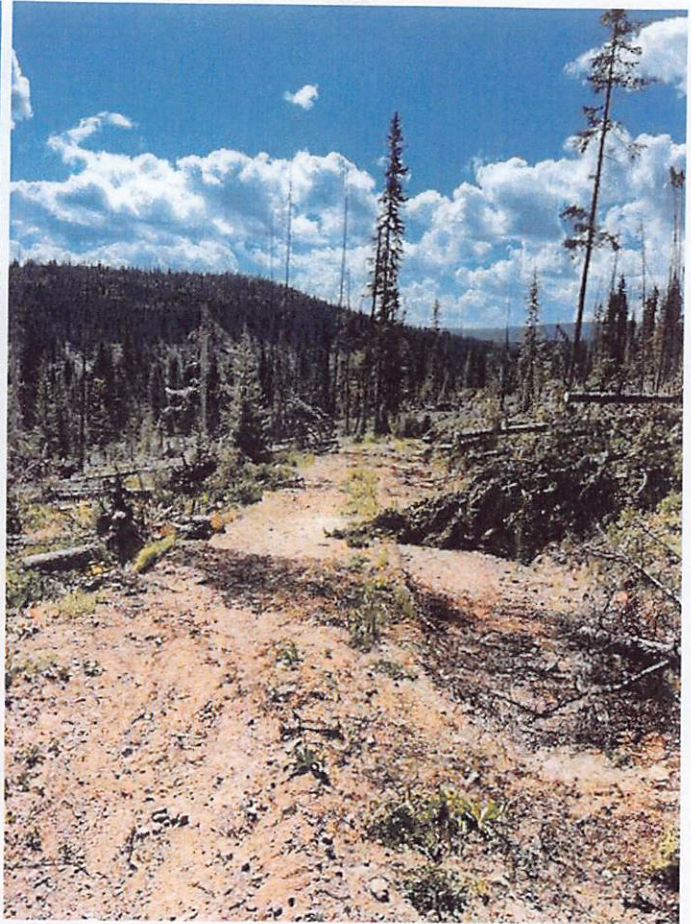
After



Blowdown Removal

Before

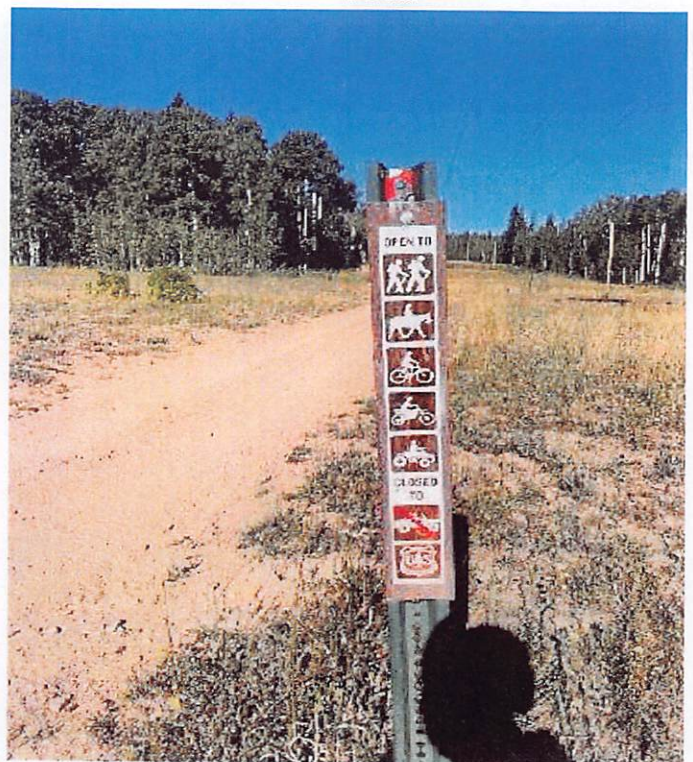
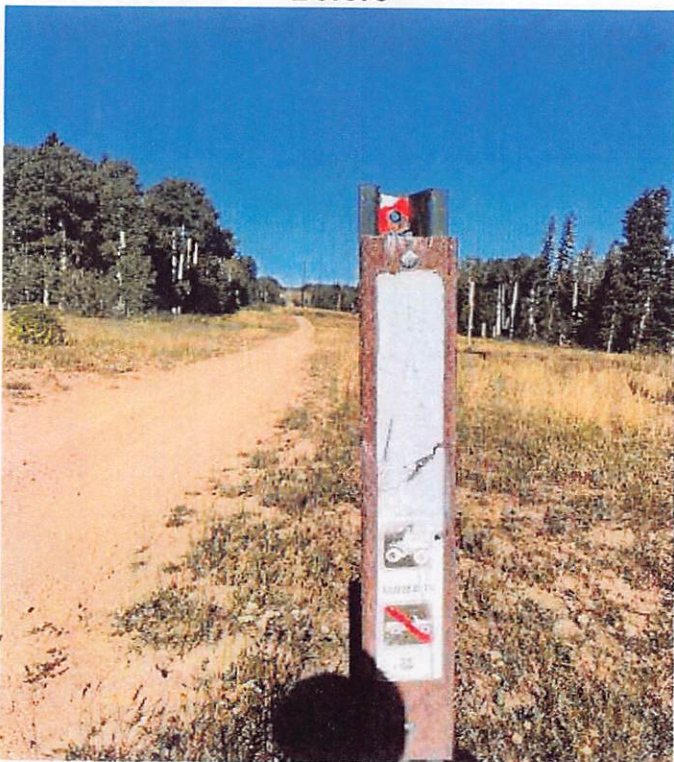
After



Improving Travel Management Signage

Before

After



(H) Trail Crew Work Plan (Good Management or reoccurring crews)

2024 Field Season Scope of Work for the OHV Ouray Trail Crew

The OHV Ouray Trail Crew has accomplished many outstanding projects and assignments. Working with our partners (WESTCORE, BLM Uncompahgre Field Office, Thunder Mountain Wheelers, and Uncompahgre Valley Trail Riders), the crew can complete projects and objectives. Projects that the OHV Ouray Trail Crew plan to accomplish are:

- Work with the Ouray Dozer Program on corridor clearing and tread reconstruction on 50 in trails.
- Assist in the installation of trail stabilization material with Uncompahgre Valley Trail Riders on Parallel Trail.
- Partner with WESTCORE to clear single-track trails of blowdown at the start of the season.
- Obtain a fourth dirt bike to split the crew into two parties to be more efficient and accomplish more work.
- Coordinate and combine crews with the BLM Uncompahgre Field Office OHV Trail Crew to accomplish more work efficiently.
- In the spring, spend time repairing and maintaining BLM managed trails (Ewok Village, Fingers, and Donkey).
- In the summer, work on repairing and maintaining Forest Service managed trails (Nate Creek, Alpine, Clear Creek, Red Canyon, Powerline, and Hornet) with BLM and the Norwood Ranger District.
- Improve signage for trails on the Uncompahgre Plateau as well as in the Mountain Division.
- Coordinate and work with WESTCORE on installation of trail stabilization of sections of Buck Trail.
- Move to BLM managed trails in the late fall to work on their trail maintenance, trail reconstruction, and signage priorities within the Gunnison Gorge National Conservation Area and the Dry Creek Recreational Area.
- Work within the Ouray Ranger District with the Range Program to repair and install cattle guards on OHV trails.

Completing these projects and working alongside our partners build valuable relationships and trust as well as produce effective results. The focus and intent of the Good Management Crew is to provide quality trails and to maintain them to a high degree of sustainable. With general maintenance and focusing on a higher degree of construction and reconstruction, problem areas are eliminated producing longer lasting trails that can be enjoyed by the public. By combining crews for most of the season with BLM, we are utilizing our resources to better serve the public and their lands.

ALL-TERRAIN

MOTORSPORTS
GRAND JUNCTION, CO

(/)

2024 Husqvarna Motorcycles FE 350w

\$13,047.00



(<https://www.all-terrainmoto.com/your-trade>)

1 of 6

Key Features

Text us for a quick quote!

New/Used

Text us!

Usage	0 Miles
Availability	In Stock
Location	All-Terrain Motorsports, Inc.
Stock #	133099
VIN	VBKUAG409RM133099
Condition	Excellent

Product Features

OVERVIEW



DESCRIPTION

Striking the perfect balance between power and handling, the new FE 350w is an exceptional off-road machine designed to open up new trails. Powered by a new engine, which is positioned inside a new frame to centralize mass, together with new WP XACT Suspension, handling and overall performance are much improved for 2024. Complete with a fresh, Swedish-inspired look and assembled with premium components throughout, the FE 350w ensures exceptional comfort throughout extended time in the

(<https://www.all-terrainmoto.com/value-your-trade>)

PROGRESSIVE PERFORMANCE

- **Engine:** The FE 350w engine is designed to deliver maximum performance. Tilted two degrees backwards to further centralize mass, all major engine components and shaft arrangements are positioned to enhance overall handling and improve the anti-squat behavior from the chassis. Weighing just 62.1 lb (28.2) kilograms, the 350 cc 4-stroke engine is incredibly efficient.
- **Cylinder head:** The FE 350w features a DOHC cylinder head engineered to deliver performance and reliability. Internally, the layout features a new camshaft with low-friction DLC coated finger followers ensuring minimal friction. Together with the lightweight titanium valves - 36.3 mm intake and 29.1 mm exhaust - strong and controllable power is delivered throughout the rev-range.

- **Cylinder and piston:** An 88 mm bore cylinder and forged bridged-box-type CP piston combine to create a compression ratio of 13.7:1. As a result, the low oscillating mass delivers strong and controllable power. High strength aluminium is used to manufacture both the cylinder and piston, with both components professionally engineered for outstanding performance and reliability.
- **Crankshaft:** The crankshaft is optimised for high performance and overall reliability with long service intervals of 135 hours. This has been made possible by using a plain big end bearing that features two force-fitted bearing shells.
- **Exhaust:** The exhaust system is expertly designed to deliver class-leading performance at the lowest possible weight with the header pipe manufactured in two pieces. This design allows the header pipe to be removed without having to remove the rear shock. Further innovation allows for a short, compact silencer without increasing sound levels. The silencer is crafted from lightweight aluminum and stylishly finished with a black coating to highlight its premium quality and is an important component in making the new "w" model 50-state off-highway compliant, along with a USFS-approved spark arrestor.

STATE-OF-THE-ART CHASSIS

- **Frame:** The proven chromium molybdenum steel frame is refined for 2024. A new shock mounting, which is no longer connected to the main tube, significantly improves the anti-squat behavior of the chassis. With optimized wall thickness in high-stress areas improving reliability, the frame continues to offer advanced geometries and flex characteristics aimed at providing unparalleled rider feedback, energy absorption, and straight-line stability. The frame is complete with a premium metallic blue powder coating with redesigned standard frame protectors offering improved grip in all conditions. Additionally, the redesigned and robust skid plate offers exceptional frame and engine protection.
- **Hybrid subframe:** Made from 60% polyamide and 40% aluminum, the new subframe offers exceptional strength and durability at a low overall weight of just 3.9 lb (1.8 kg). The lower subframe spars and frame mounts are manufactured from cast aluminum for significantly improved reliability, with the upper section made from injection-molded polyamide to enable specific flex characteristics.
- **Swingarm:** The new hollow die-cast aluminium swingarm is manufactured from a single piece of aluminium using an improved casting process for optimal stiffness and a 190 g weight reduction. In order to optimise and match the flex characteristics of the new frame, a new 22 mm rear axle is fitted. Additionally, the chain guard and chain slider have been completely redesigned for improved durability with the chain guard made with a rounder profile to prevent catching on external objects.
- **Bodywork:** Adorned with clean, Swedish-inspired graphics, the bodywork offers advanced ergonomics allowing riders to perform at their best for extended periods of time. Adapted after <https://www.ergonomics.com> hours of testing, the contact points and surfaces in the rider triangle offer exceptional comfort on the motorcycle. A flat seat profile offers unrestricted movement with a high grip cover ensuring riders stay firmly in place under hard acceleration. Above the side panels, recessed pockets allow for the machine to be lifted and moved quickly and easily.
- **Radiators:** Manufactured from high-strength aluminium, the radiators are designed using Computational Fluid Dynamics (CFD) to channel air in the most effective way. A large centre tube channels coolant through the frame to reduce pressure at this point in the system for a more consistent flow. An internal thermostat further enhances reliability.

INNOVATIVE ADVANTAGE

- WP XACT front forks: Each of Husqvarna Motorcycles' enduro machines are now equipped with WP XACT Closed Cartridge spring forks. Designed and developed for the rigours of enduro riding, the forks offer consistent performance thanks to the closed cartridge spring design, which optimises oil flow and prevents it from foaming. The addition of a new hydrostop, effective in the last 68 mm of travel, is highly effective on heavy landings to maintain maximum forward momentum. Additionally, riders can alter the compression and rebound settings quickly and easily using the tool free adjusters found at the top and bottom of each fork leg.
- Hydraulic brakes: The highest level of performance is guaranteed with the latest BRAKTEC braking systems which are specifically designed for enduro riding. New calipers, new brake pads, new levers, and new brake lines together with the GSK wave discs (260 mm disc front and 220 mm rear) result in a sensitive and progressive feel ensuring enhanced control in all conditions.
- WP XACT rear shock: The all-new WP XACT rear shock is 100 g lighter and 15 mm shorter than its predecessor, yet the travel remains unchanged at 300 mm. With rebound and both high and low speed compression adjustable by hand, setting changes can be achieved quickly and easily without tools. Complete with a CFD optimized shock piston, low friction SKF seals, and a revised linkage system, consistent damping, comfort, and traction is guaranteed.
- Hydraulic clutch: The high-quality BRAKTEC clutch system guarantees even wear, reliability, and near maintenance-free operation. In addition, the lever design is updated providing a comfortable feeling in every condition. Play is constantly compensated so that the pressure point and function of the clutch remain identical in cold or hot conditions, as well as over time.

TECHNOLOGY ADVANCED

- Triple clamps: The black-anodized, CNC-machined triple clamps offer premium quality as standard on all Husqvarna enduro models. They have a carefully calculated 22 mm offset and are designed to provide the perfect harmony between the frame dynamics and fork settings. Expertly crafted using superior techniques and materials, they provide the highest levels of quality and reliability. The redesigned handlebar clamp has a larger contact area with the ProTaper bars for reduced twisting in the event of a crash, and offers two mounting options for customisable ergonomics.
- Footrest: Using state-of-the-art computational fluid dynamics, the new footrests are slightly larger to improve control. Additionally, the mounting position for the footrests on the new frame brings them inwards, which makes them less susceptible to catching on the ground through deep ruts.
- Throttle body: The FE 350w features a 42 mm Keihin throttle body optimised for throttle response. The injector is positioned to ensure the most efficient flow into the combustion chamber with the throttle cable mounted directly without a linkage for an enhanced response.
- Electric start: The proven electric start system uses a compact and lightweight Li-Ion battery, which is 2.2 lb (1 kg) lighter than a conventional battery. With several years of experience in developing and perfecting electric starting, the reliability of the electric start is second to none and ensures a quick and easy starting in any situation. Additionally, the wiring harness and electrical components are safely located below the seat for easy accessibility.
- Airbox: With precisely positioned inlet ducts reducing air flow deformation, the airbox ensures unrestricted airflow with maximum filter protection. The Twin Air filter is mounted onto a cage designed to offer accurate installation and can be easily accessed without tools by removing the left side panel.

ENGINE SPECIFICATIONS

- Transmission: 6-speed
- Battery capacity: 2 Ah
- Cooling: Liquid cooled

- Starter: Electric starter
- Stroke: 48.5 mm
- Bore: 81 mm
- Clutch: DDS wet multi-disc clutch, Braktec hydraulics
- Displacement: 249.92 cm³
- EMS: Keihin EMS
- Design: 1-cylinder, 4-stroke engine

CHASSIS SPECIFICATIONS

- Weight (without fuel): 112.6 kg
- Tank capacity (approx.): 8 l
- Front brake disc diameter: 260 mm
- Rear brake disc diameter: 220 mm
- Front brake: Disc brake
- Rear brake: Disc brake
- Chain: 520 X-Ring
- Front suspension: WP XACT-USD, Ø 48 mm
- Ground clearance: 343 mm
- Rear suspension: WP XACT Monoshock with linkage
- Steering head angle: 63.9 °
- Suspension travel (front): 300 mm
- Suspension travel (rear): 300 mm

PRODUCT SPECS



ENGINE

Engine Type 1-cylinder, 4-stroke engine

Displacement 249.92 cc

Cooling Liquid cooled

Fuel System Keihin EMS

(<https://www.all-terrainmoto.com/value-your-trade>)

CHASSIS

Front Suspension WP XACT-USD, Ø 48 mm

Front Brakes Disc brake

Rear Suspension WP XACT Monoshock with linkage

Rear Brakes Disc brake

DIMENSIONS

Dry Weight	112.6 kg
Fuel Capacity	8 l
Ground Clearance	343 mm

TRANSMISSION

Transmission	6-speed
Final Drive	520 X-Ring



(/)

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(/locations)



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2024 Honda CRF 250R

\$8,299.00*

*Price does not include \$500.00 in destination charges.

Primary Color	RED
Stock #	2095
VIN	JH2ME1239RK602095
Condition	Excellent

Product Features

OVERVIEW



DESCRIPTION

East Or West, It's The Best

There's never been any doubt about the best bike in the 250 class, but if you need more proof, just check out the results from this year's Supercross. Jett and Hunter Lawrence can ride anything they want, but they both choose the Honda CRF250R, and rode away with both the 250 East and 250 West AMA Supercross championships—and with a huge points margin to boot! And it's easy to see why: CRF250R stacks the deck when it comes to torque and midrange power—where you really need it for critical track sections like whoops, managing jumps, or blasting out of deep loam and berms. Plus, we've gone to extra lengths to keep the bike light, narrow, and responsive. For 2024, the choice is clear: You need to be on a Honda CRF250R . . . unless you're happy racing for second place.

ENGINEERING

- **Nine-plate Clutch Assembly:** Say good-bye to clutch fade—the bike uses a nine-plate design to improve durability and hookup. That means less slip at peak horsepower, better torque transmission through the clutch pack and greater durability. Plus, the clutch pull is lighter, and you get improved engagement feel.
- **Big Bore/short Stroke:** The CRF250R's 79.0mm bore and short 50.9mm stroke let our engineers create a high-revving engine with plenty of room for large valves. The engine breathes and revs—the two keys to making power in the motocross world.

- **Dohc Engine Layout:** The CRF250R uses a double-overhead-cam (DOHC) engine layout with a unique finger-follower rocker design. Together with the rest of the engine's architecture (bore and stroke, intake tract, piston, and more), you get more power and a higher redline.
- **Single-pipe Exhaust:** The CRF250R uses a single-pipe header. It routes close to the center of the bike, and its light overall construction helps improve weight distribution. The single muffler uses a pressed-alloy design that lets us shape the muffler body for better rider ergonomics and lighter weight.
- **Downdraft Intake And Exhaust Layout:** The DOHC cylinder-head design lets our engineers straighten out the CRF250R's intake and exhaust tracts. The intake is short and just about arrow straight, and the exhaust flows more efficiently too. The straighter ports also help boost low-speed and midrange torque as well as throttle response.
- **Wide Water-pump Drive Gears:** Making the water-pump drive gear wide gives it more tooth-engagement area for longer component life.
- **Engine Oil Scavenge Pump:** Deep in the engine, there's a special oil scavenge pump that we've designed to be especially small and out of the way. While you may never see it, it helps keep the CRF250R's overall design compact.
- **Engine Mode Select Button:** This simple handlebar-mounted button lets you dial in engine power delivery character with a push of your thumb. Choose between Standard, Smooth and Aggressive, depending on track conditions or rider preference.
- **Special Primary And Transmission Ratios:** To handle more broad midrange power and torque, the CRF250R gets special primary and transmission ratios. The ratios let our engineers use the same shaft centerlines as the previous design, so the transmission itself remains light and compact.
- **Two-lead Shift Drum:** By changing from three to two lead tracks on the shift drum, we improved the shift feel between second and third gears.
- **Gear-position Engine Mapping:** Talk about smart: The CRF250R features an ECU with special engine mapping for each gear. You can't give an inch in this class, so having your engine deliver optimal power for each gear choice is one of the features that separates CRF250R riders from the rest.
- **"h" Section Crank:** Look closely at the CRF250R's crankshaft profile and you'll see its "H" cross-section design. Just like a structural "I" beam in an aircraft wing or a skyscraper, it boosts strength and cuts weight over a conventional crank's shape—a big deal when you consider this part spins at over 14,000 rpm!
- **Shared Engine/gearbox Lubrication:** The 2024 CRF250R uses a shared engine/transmission oiling design. Combining the two systems shaves weight and helps make the engine more compact, especially when it comes to placing the right-side cam drive and the clutch so close together.
- **Lithium-ion Battery:** Like the rest of the CRF250R, the bike's Lithium-Ion battery is both super light and high performing. In fact, it weighs less than half the weight of a conventional lead-acid battery.
- **Titanium Fuel Tank:** Every gram counts on a bike in the 250 class, which is why the 2024 CRF250R has a titanium fuel tank. Light and strong, it's also thinner than our previous plastic unit, freeing up more space and helping to centralize fuel mass.
- **Titanium Intake And Exhaust Valves:** Light is right when it comes to a high-revving engine's reciprocating masses. That's why the CRF250R uses titanium intake and exhaust valves. Plus, the valve angle is a super-narrow 20.5 degrees (included). Ovalized valve springs, doubled intake springs and long-wearing Diamond-Like Carbon (DLC) treated finger rockers complete the package.

- **Total Air Management:** Total air management means complete attention to how efficiently air gets through the intake, through the head, and out the exhaust. Eliminate losses here, and you make more power everywhere. And the best part: It's free horsepower—you just need a bike with smart design.
- **Lower Seat/narrower Body:** Fine tuning the seat height and narrowing the bodywork makes it easier for you to move around on the bike and help enhance rider comfort.

TECHNOLOGY

- **Hrc Launch Control:** We're talking about a special ECU program here: push the button to select the mode, hold the throttle open, release the clutch, and the CRF250R will do the rest, launching you into the first turn with a big advantage. It turns your bike into a holeshot-seeking machine!
- **Electric Start:** The CRF250R is equipped with an effortless electric starter. Convenient and lightweight, it's a huge deal if you need to restart a stalled bike in the heat of battle.

PERFORMANCE

- **Fuel Injection:** By installing the CRF250R's fuel injector at a 60-degree angle, the injector sprays fuel all the way back to the throttle butterfly. The engine gets a cooler, denser fuel charge for more power and better torque. It's little details like this that put the CRF250R up front.
- **Bridged-box Piston:** The CRF250R's bridged-box piston is the final piece to the bike's engine performance package. The design features a reinforcing structure between the skirts and the wrist-pin bosses that helps enable the CRF250R's high redline.
- **High Redline:** With our better-breathing DOHC design and the big-bore/short-stroke engine, the CRF250R's rev limit is way impressive. The same goes for peak power and peak torque.
- **Higher-capacity Radiator:** When you're making big power and riding long motos, you need plenty of radiator capacity to keep your engine running strong. No worries—the 2024 CRF250R features six percent more radiator area than the earlier generation's design.
- **High-performance Cam Profiles:** With input directly from our HRC factory team, we've given the CRF250R cam profiles that help the engine produce better bottom end torque and power, while still retaining the CRF250R's screaming peak.
- **High-volume Airbox And Air Cleaner:** The CRF250R features an air-cleaner element with plenty of surface area and volume. Plus, the airbox itself has a whopping 78 percent more capacity than the previous generation's design. More air equals more power, especially in the midrange. In addition, we've made it easier to service the air filter too.
- **Throttle Body:** With a 44mm venturi designed to speed up airflow, the CRF250R's throttle body really reaps benefits at low engine operating speeds. You get power and snap, right now.
- **More Power:** Feel free to hold that throttle open and head for the first turn—the CRF250R is designed to win that critical holeshot drag race. You'll also feel the increased low-end to mid-range torque.

HANDLING

- **Superior Frame Rigidity:** Great handling starts with a superior frame, and that's one place where the CRF250R's chassis puts you out front. First, it's light. By making the frame's main spars narrow, we save weight, but more importantly we made the chassis more responsive

by fine-tuning the lateral rigidity. The result is a bike that gets into, around, and out of corners faster.

- **Showa® Spring Fork:** The 49mm Showa® fork features a conventional spring design that helps increase the CRF250R's front-suspension precision, handling and feel. The fork's 39mm piston diameter and 25mm rod diameter are designed to provide a plush feel and supple action.
- **Rear Suspension:** Our Pro-Link design lets us give the 2024 CRF250R 12.3 inches of suspension travel, along with a lightweight spring. All resulting in a plush, controlled ride.
- **Single Exhaust Routing:** The CRF250R's single-pipe exhaust lets you move more freely on the bike. By tucking it in unobtrusively, it makes moving around on the bike easier than ever.
- **260mm Front Brake:** The CRF250R's large front-brake disc measures a whopping 260mm. You get great brake feel and a pattern that cuts down on weight. Front and rear brake-disc guards are part of the package too.
- **Lower Battery Mounting:** To keep a bike's center of gravity low, you need to pay attention to all the details. That's why we locate the CRF250R's battery low in the chassis. It's just another reason why the bike handles so well.
- **Low Rear Shock Mount:** With its low rear shock mount on the frame, the CRF250R benefits from both a lower center of gravity (cg) as well as chassis stability.
- **Pirelli Scorpion Mx32 Tires:** The 2024 CRF250R comes equipped with Pirelli Scorpion MX32 tires front and rear. The tread patterns and compounds are designed to offer good grip and feedback in a wide range of conditions and track surfaces.
- **Short Swingarm:** The CRF250R's short swingarm helps make it light, and also helps give the bike better rear-wheel traction, and reduces unsprung mass, important considering how much power you have on tap.
- **Rear Subframe:** The CRF250R's subframe uses extruded rear members that produce a 20-percent reduction in weight versus the previous generation. Since that weight comes off the top of the bike, it also contributes to the CRF250R's low center of gravity.

STYLING

- **Detailed Bodywork Mounting:** It may seem like a small thing, but every second counts when you're servicing your bike between motos. Fewer bolts mean enhanced serviceability, at the track or in your garage.
- **"in Mold" Graphics:** With all the time you'll be spending in victory circle, you need to look your best. The CRF250R has you covered. Our "in mold" graphics look great, and stay looking good.
- **Smooth Styling:** Blending the CRF250R's body panels does more than just make the bike look smooth, fast, and stylish. It also helps you move around on the bike while riding. Nothing wrong with smooth, fast, and stylish, though.

ENGINE

- **Engine Type:** 249cc liquid-cooled single-cylinder four-stroke
- **Bore And Stroke:** 79.0mm x 50.9mm
- **Compression Ratio:** 13.9:1
- **Valve Train:** DOHC, four valves per cylinder
- **Induction:** Programmed Fuel-Injection system (PGM-FI); 44mm throttle bore

DRIVETRAIN

- Transmission: Five-speed
- Final Drive: #520 Chain; 13T/50T

CHASSIS SUSPENSION BRAKES

- Front Suspension: 49mm leading-axle inverted Showa® SPG coil-spring fork with rebound- and compression-damping adjustability; 12.2-inch travel
- Rear Suspension: Pro-Link Showa single shock with spring preload, rebound- and compression-damping adjustability; 12.3-inch travel
- Front Brake: Single 260mm disc
- Rear Brake: Single 240mm disc
- Front Tire: Pirelli Scorpion MX32 80/100-21
- Rear Tire: Pirelli Scorpion MX32 100/90-19

DIMENSIONS

- Rake: 27.3°
- Trail: 4.6 inches
- Wheelbase: 58.1 inches
- Seat Height: 37.8 inches
- Curb Weight: 229 pounds (Includes all standard equipment, required fluids and full tank of fuel)
- Fuel Capacity: 1.7 gallons
- Ground Clearance: 13.1 inches

OTHER

- Available Colors: Red
- Model Id: CRF250R

PRODUCT SPECS



ENGINE

Engine Type	Single-cylinder four-stroke
Displacement	249 cc
Bore and Stroke	79.0 mm x 50.9 mm
Cooling	Liquid
Compression Ratio	13.9:1

CHASSIS

Front Suspension	49 mm leading-axle inverted Showa® SPG coil-spring fork with rebound- and compression-damping adjustability; 12.2 in. travel
Front Brakes	Single 260mm disc
Front Tire	Pirelli Scorpion MX32 80/100-21
Rear Suspension	Pro-Link Showa single shock with spring preload, rebound- and compression-damping adjustability; 12.3 in. travel
Rear Brakes	Single 240mm disc
Rear Tire	Pirelli Scorpion MX32 100/90-19

DIMENSIONS

Fuel Capacity	1.7 gal.
Wheelbase	58.1 in.
Seat Height	37.8 in.
Trail	4.6 in.
Rake	27.3 deg.

TRANSMISSION

Transmission	Five-speed
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2024 KTM 350 XW-F

\$12,149.00*

*Price does not include \$700.00 in destination charges.

Primary Color

ORANGE

Stock #

2136

VIN

VBKEXG402RM132136

Condition

Excellent

Product Features

OVERVIEW



DESCRIPTION

With its 250-like agility and 450-like power, the new KTM 350 XW-F is built for versatility. But, that doesn't mean it's compromised. Gaining instant recognition on its arrival in 2012, it has become a class-leading model due to its sheer rideability and competitive power output. For 2024 it brings an all-new attitude to the fray, charging toward the limit with next-level ability.

PREPERATION MAKES PERFECT

- **Adjustability:** Getting READY TO RACE has never been easier. Thanks in part to its all-new suspension, the 2024 KTM XW-F range boasts totally tool-free suspension setup at both ends. At the rear, our legendary, race-winning PDS technology features an all-new shock absorber design with hand-adjustable dual compression controls. This allows riders to adjust high- and low-speed settings in a matter of seconds. On the front, the forks are also easily adjusted thanks to hand-adjustable clickers on the bottom of the fork shoe and on the fork top cap, making changing settings on the fly as easy as twisting the throttle.
- **Air filter box:** Maximum airflow with minimal water intrusion, a new air filter box is designed with precisely positioned inlet ducts aimed at preventing air deformation and maintaining filter protection. An enduro-specific splash protector under the airbox prevents water or dirt from splashing up from the rear wheel, while the Twin Air filter and air filter support design feature a simple fail-proof mounting system for secure and accurate filter installation, ensuring the air filter is easily accessed, without tools, for fast track-side maintenance.
- **Fuel Tank:** The transparent, polythene (XPE) fuel tank is a signature element of the KTM Enduro lineup. Not only does this let you keep an eye on your fuel level with a quick glance, but years of development mean it's the strongest, most reliable fuel tank yet. For 2024, a one-piece fuel pump and filter improve the fuel supply allowing the tank to be emptied

further at the low fuel level. And with 2.24 gallons of fuel at your disposal, you can hit the trail with utmost confidence.

- Switchgear: For 2024, the KTM 350 XW-F receives a new, easy-to-use start/stop switch on the right side of the handle bar which allows for a simple and intuitive start/stop of the engine.

BENCHMARK LAP

- Engine: Light, compact, and weighing only 63 lb (28.8 kg), the KTM 350 XW-F engine is an outstanding bit of engineering. For 2024, the engine is tilted 2° backward with a repositioned sprocket for an improved center of gravity, while its high-revving power and intelligent low friction design provide the goods at every twist of the throttle.
- Offroad Control Unit: An all-new Offroad Control Unit - or OCU - under the seat replaces all the electronic fuses and relays. All outputs are switched depending on signals from the voltage regulator and the ECU continuously. In the event of over-current, outputs are deactivated individually. This makes for easy error detection as the status of each output is indicated by a red or green LED light. This means diagnosing an electrical issue out on the trail is as easy as lifting the seat, and there's no more need to carry fiddly fuses.
- Battery & Wiring Harness: As with the rest of the KTM 4-stroke range, the KTM 350 XW-F is fitted with a proven, reliable electric start system. Powered by an ultra lightweight 2 Ah lithium-ion starter battery, it provides reliable starting time and time again, while the wiring harness has most of the electrical components carefully positioned under the seat for easy accessibility.
- Ergonomics: The 2024 KTM XW-F range features a rider-focussed body-position triangle, providing improved knee contact - especially when standing on the pegs - with improved gripping surfaces all around. With the plastics working to expel mud buildup in wet, muddy conditions, a flat seat profile with a high grip seat cover providing exceptional rider movement and control, and a polyamide-reinforced aluminum subframe providing unmatched rider feel and feedback, your only concern is navigating the terrain ahead of you.
- Exhaust: The exhaust system is designed to deliver hard-hitting performance at the lowest possible weight and noise. The 2-piece header pipe design is made to be as compact as possible, with the routing of the header pipe extremely close to the engine for maximum of mass centralization and minimum exposure to rocks. A short, compact silencer is crafted from lightweight aluminum and finished in a premium matt black coating, so it looks good while being a key component in making the new KTM 350 XW-F 50-state off-highway compliant.

ON THE CHARGE

- Frame: Specifically engineered for longitudinal rigidity, the 2024 KTM XW-F range is engineered around an all-new black powder-coated frame providing exceptional rider feedback, energy absorption, and high-speed stability. This has been achieved by repositioning the rotating masses in the frame and the inclusion of a forged steering head connection. The footrest mounts have also been moved inwards, slimming things down for less risk of hooking up. And when the ride comes to an end, a completely redesigned forged one-piece side stand ensures your enduro weapon stands proud.
- Subframe: A new ultra-light lightweight subframe takes charge at the rear of the main frame, featuring a 2-part polyamide and reinforced aluminum construction. With the help of computational dynamics, a specific rigidity was engineered into the subframe, to deliver

outstanding handling and rider feedback. The new subframe is also shorter, more compact, and more robust than the previous generation, with the ability to bend and flex in the event of a crash, rather than break. The subframe fully integrates the electronic components, without any extra need for brackets, holders, or unnecessary fixtures.

- **WP XACT Closed-cartridge Fork:** An all-new 48 mm WP XACT Closed Cartridge spring fork finds its way into the KTM Enduro line-up for 2024. Providing fast and consistent damping, optimized oil flow, and a new hydro stop in the last 68 mm of the stroke, the forks ensure unmatched performance at any level. New fork protection rings also provide improved protection against dirt intrusion. Best of all, the new fork allows for full adjustment of compression and rebound without the need for any tools.
- **WP XACT Shock:** Remaining a hallmark of KTM Enduro weaponry, an updated PDS rear shock concept sees a new shock mount that significantly improves the anti-squat behavior of the chassis. This remains the most reliable and maintenance-friendly option for technical offroad riding. Moreover, an all-new WP XPLORE PDS rear shock now takes charge at the rear, weighing 380 g less than the previous generation unit. It features a new compact design, new bearings seals, and a new main piston for optimized oil flow, and improved, consistent damping, as well as providing full adjustability thanks to easy-to-use hand clickers for adjustments on the fly.
- **Wheels and Tires:** The KTM 350 XW-F rolls on a set of high-strength GIANT alloy wheels coupled to CNC-machined hubs and aluminum nipples. These are wrapped in a Dunlop MX33 up front and a Dunlop AT 81 on the rear, providing exceptional traction in all conditions.

KEEPING YOU GOING

- **Stability:** The 2024 KTM XW-F range remains rock-solid at any speed thanks to a repositioned and forged steering head connection and CNC-milled triple clamps. Made from high-grade aluminum, these feature optimally tuned steering stem stiffness, perfect alignment of the fork tubes, and precise geometry of the fork clamps to ensure highly responsive and smooth fork action - not to mention unwavering stability for those ultra-fast flat-out special stages. Newly designed, topology-optimized rubber-mounted bar mounts provide an increased grip surface for less handlebar twist. They come with a fixed mounting, providing the perfect amount of flex for the forged triple clamp setup.
- **Energy Absorption:** Besides the expertly crafted, hydro-formed, laser-cut, and robot-welded frame being engineered to provide exceptional rider feedback and straight-line stability, a number of components were specifically designed so the frame acts as a "shock absorber," resulting in less rider fatigue over many hard laps. A new shock mounting, no longer connected to the main tube, significantly improves the anti-squat of the chassis. Up front, a new, service-friendly one-piece steering head seal provides improved reliability. The closed-head tube design also provides a new routing for the fuel overflow.
- **LED headlight:** Lighting the way forward, the 2024 KTM XW-F range features a completely new LED headlight unit and light mask. The mask itself features improved triple clamp protection against roost and does away with the rubber mounting straps for improved fitment. Most importantly, the LED lighting unit provides 300% more illumination, making riding in the dark a completely new experience.

ENGINE

- **Transmission:** 6-speed
- **Starter:** Electric starter

- Stroke: 57.5 mm
- Bore: 88 mm
- Clutch: Wet, DDS multi-disc clutch, Brembo hydraulics
- Displacement: 349.7 cm³
- EMS: Keihin EMS
- Design: 1-cylinder, 4-stroke engine

CHASSIS

- Front brake disc diameter: 260 mm
- Rear brake disc diameter: 220 mm
- Front brake: Disc brake
- Rear brake: Disc brake
- Chain: 520 X-Ring
- Frame design: Central double-cradle-type 25CrMo4 steel
- Front suspension: WP XACT-USD, Ø 48 mm
- Rear suspension: XACT WP PDS mono shock
- Steering head angle: 63.9 °

NOTES:

The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost. All information concerning the scope of supply, appearance, services, dimensions and weights is non-binding and specified with the proviso that errors, for instance in printing, setting and/or typing, may occur; such information is subject to change without notice. Please note that model specifications may vary from country to country. In the case of coated surfaces, there may be color differences due to the usual process fluctuations. The consumption values stated refer to the roadworthy series condition of the vehicles at the time of factory delivery.

PRODUCT SPECS



ENGINE

Engine Type	1-cylinder, 4-stroke engine
Displacement	349.7 cc
Bore and Stroke	88 mm x 57.5 mm

CHASSIS

Front Suspension	WP XACT-USD, Ø 48 mm
Front Brakes	Disc brake
Rear Suspension	XACT WP PDS mono shock

Rear Brakes

Disc brake

TRANSMISSION

Transmission

6-speed

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