



**IN MOTOCROSS,
IT'S DOG EAT DOG.**

HOW TO EAT THE COMPETITION ALIVE.

GET TOUGH.

When the gate drops, you're on the gas. And pity the guy who gets in your way.

Especially when you're on the 1986 CR250R. Because this year the CR250R is faster and lighter, and handles better than ever.

Its all-new Honda Power Port is a unique valve that automatically alters exhaust port size at any rpm.

For excellent low-end and mid-range punch. And screaming high-rpm horsepower.

And its new lightweight Nikasil[®] cylinder and refined port shape and timing, boost horsepower even more.

STAY HUNGRY.

To push hard for 45 minutes takes guts. And a good-handling, feather-light bike. Like the CR250R.

Its 43mm air-adjustable forks have 12 inches of travel. And 14-way adjustable compression damping.

Its Pro-Link[™] rear suspension system has 18 compression damping

adjustments, 21 rebound damping adjustments and delivers 12.6 inches of rear wheel travel.

And the CR250R weighs in under the FIM and AMA weight limits.

So roll a new CR250R up to the starting line. And tell the other guy to eat his heart out.



TWO WAYS TO CHEW 'EM UP AND SPIT 'EM OUT.

THE NEW CR125R AND CR500R.

If you want to rip the competition apart, you came to the right place.

The new CR125R and CR500R are the most potent weapons in their class. In fact, last year Team Honda roosted all over the competition with their RC works bikes, winning the AMA 125

National Motocross Championship for 1986. And that works technology is behind every one of the new CRs.

ATTACK.

At the heart of the CR125R is a completely redesigned liquid-cooled powerplant with Honda's Automatic Torque Amplification Chamber (ATAC™). It helps produce excellent mid-range punch and maximum high-rpm power.

Thanks to Honda technology, and

its sheer displacement, the CR500R's liquid-cooled engine makes absolutely incredible power from idle on up. So you can demolish berms or smoke the straights, easy as you please.

Both CRs have handling to match their power, too. Thanks to 43mm air-adjustable forks with adjustable compression damping. And Pro-Link rear suspension with adjustable rebound and compression damping.

So when you're ready to get serious, you're ready for the CR125R. Or the CR500R.

Get on one.

And watch the competition bite the dust.

Designed for operator use only. CRs are designed for closed course motocross use only and are sold "AS IS" without warranty. Specifications and availability subject to change without notice. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. F4, P.O. Box 7055, St. Hollywood, CA 91609-7055. Pro-Link™ and ATAC™ are Honda trademarks. Nikasil® is a registered trademark of Mahle Gesellschaft. © 1985 American Honda Motor Co., Inc. (12/85)

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