

CR500R•250R•125R



GUIDED MISSILE.



Ride the CR500R and you'll swear it's a rocket.

And you won't be far off.

The CR500R's power is incredible. Its 491cc liquid-cooled powerplant and flat-slide carburetor respond to a twist of the throttle with crisp, clean acceleration you have to feel to believe.

BLAST OFF.

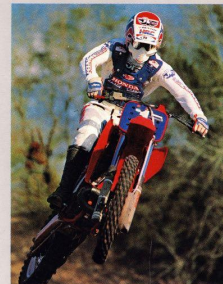
The CR500R's engine is tuned for a strong, broad powerband. With excellent low-end punch and strong mid-range pulling power. And, thanks to the sheer displacement of the engine, it's got terrific power up top, too.

So you can ace the holeshot. Take the tight inside line and blast out of the turn. Or keep the heat on in fast sweepers.

There's more, too.

The crankshaft is hollow—just one of the ways weight is kept to a minimum. The

close-ratio five-speed gearbox has revised shift forks and dogs for precise shifting. Louvered radiator



grills enhance cooling efficiency, and the solid state CD ignition has electronic advance.

LEAD 'EM ON A GUIDED TOUR.

The CR500R benefits from Team Honda's years of winning championships. And the result is

an exceptionally light, exceptionally good-handling open-class motocrosser.

This year, the strong, rigid semi-double cradle frame is reinforced and lighter. It has a removable rear section for easy access to the air cleaner and shock. And the extruded aluminum swing arm rides on needle bearings.

A works-type fuel tank is specially designed to lower the center of gravity.

The suspension system offers adjustability to suit virtually any track or any rider—and smooth, precise performance that lets you make the most of your ability.

Up front, 43mm air-adjustable forks have 14 compression damping adjustments and 12 inches of travel.

At the rear, Honda's exclusive Pro-Link® suspension system produces 12.6 inches of rear wheel travel. The shock has 18 compression damping and 21 rebound damping adjustments.

For tremendous stopping power, the CR500R has a hydrau-

lic front disc brake, activated by Honda's exclusive twin-piston caliper.

Throughout the CR500R you'll find pieces built with the ultimate in strength and weight savings in mind. Including a magnesium alloy rear brake backing plate. And an aluminum silencer.

The CR500R. It's one missile you'll be right on target with.



Thanks to its sheer displacement, the CR500R's liquid-cooled engine has an incredibly wide and strong powerband. And with a 38mm flat-slide carburetor, it has crisp, clean throttle response at any rpm.



FACTORY TESTED FOR 13 YEARS.

Thirteen years ago Honda won its first 250cc AMA National Motocross Championship. And for 13 years that experience has paid off in the most potent production motocross weapons you can get.

The 1986 CR250R is the latest in this long line of championship-bred machinery. And this year it's changed front to back, making it even faster, lighter and better handling than ever.

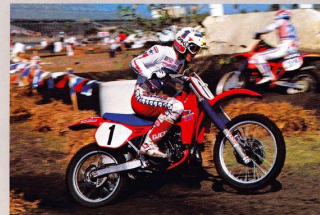
WORKS TECHNOLOGY THAT WORKS.

The CR250R engine is virtually all-new with technology that has been tested and proven by our works riders.

Tops among the changes is the new Honda Power Port, which is a variable exhaust valve that automatically alters port size based on engine rpm. It helps the powerplant produce excellent low-end and mid-

range punch. Matched by screaming high-rpm horsepower.

The cylinder also has new



port shape and timing, complemented by a new expansion chamber. And a new ultra-hard, low-friction Nikasil® cylinder lining. All of which combines to increase horsepower even further.

With a flat-slide carburetor and reshaped reed-valve, the engine responds crisply and cleanly.

A close-ratio five-speed gearbox has ratios perfectly matched to the engine's powerband. And new clutch plates provide maximum durability. The solid state CD ignition has electronic advance. And louvered grills enhance the radiator's cooling efficiency.

PRO HANDLING.

The CR250R has handling that Pro riders rely on. Excellent handling that comes from light weight—actually below the AMA and FIM limits—matched by state-of-the-art suspension.

Its rigid semi-double cradle frame has a removable rear section for quick and easy access

to the shock and air cleaner. An extruded aluminum swing arm rides on needle bearings. And a works-style fuel tank helps lower the center of gravity for precise steering.

Up front, 43mm air-adjustable forks have 14 compression damping adjustments and 12 inches of travel.

At the rear, the Pro-Link system produces 12.6 inches of travel and features a shock with adjustable compression and rebound damping and a remote

reservoir. And this year the shock has a larger diameter piston, increased oil capacity and longer shaft travel.

A front disc brake with Honda's exclusive twin-piston caliper works with the rear drum brake to provide outstanding stopping power.

And the CR250R uses a variety of alloy parts for maximum weight savings. Including a magnesium alloy rear brake backing plate. And an aluminum silencer.

So check out the CR250R. And find out why it's been winning championships for 13 years.



The all-new CR250R powerplant produces more power than ever. Its Honda Power Port automatically alters port size for maximum power across the powerband.



CHAMPIONSHIP CALIBER WEAPON.

The CR125R is a champion-ship caliber machine, with the credentials to back it up.

Last year Team Honda rode their works CR's on the National circuit and roosted all over the competition on their way to the 1985 AMA 125cc National Motocross Championship.

That works technology helped produce the 1986 CR125R—the fastest, best-handling one-two-five you can get.

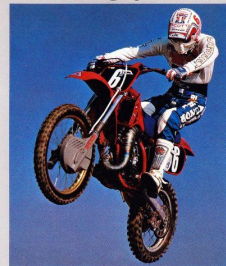
GET TOUGH.

The 1986 CR125R has a completely redesigned top end, for better power across the powerband. The cylinder is smaller and lighter. And the piston has a single-ring design for maximum performance.

Honda's exclusive Automatic Torque Amplification Chamber (ATAC™) ensures excellent low-end and mid-range punch.

And to cut weight, the ATAC sub-chamber is made of aluminum.

A new single-petal reed



valve design and flat-slide carburetor mean quick, clean throttle response from any rpm.

The close-ratio six-speed gearbox has ratios ideally suited to the powerband. And complementing the gearbox is a new, stronger clutch to handle the CR125R's extra power.

The radiator shrouds are also redesigned to enhance cooling efficiency. So the liquid-cooled

powerplant maintains maximum power while you're cutting hot laps.

STAY HUNGRY.

To push hard for 45 minutes takes guts. And a good-handling, featherlight bike. Like the CR125R.

Its strong, rigid chassis has a removable rear section for easy access to the shock and air cleaner. The extruded aluminum box-section swing arm is strong and light, and pivots on needle bearings to reduce friction. And the works-style fuel tank helps lower the center of gravity for precise handling.

The CR125R uses the most advanced suspension system you can get. Up front, the 43mm air-adjustable forks have 11.8 inches of travel and 16 compression damping adjustments with convenient click stops.

The Pro-Link rear suspension's linkage has a revised ratio to allow a longer shock stroke and produce excellent traction on all types of courses. And the shock itself has a remote reservoir, and

16 compression damping and 22 rebound damping adjustments.

The CR125R's brakes are first-rate. The powerful hydraulic front disc brake features Honda's exclusive twin-piston caliper. While the powerful rear drum has a lightweight magnesium alloy backing plate.

So get on the championship-winning CR125R. And find out what performance is all about.



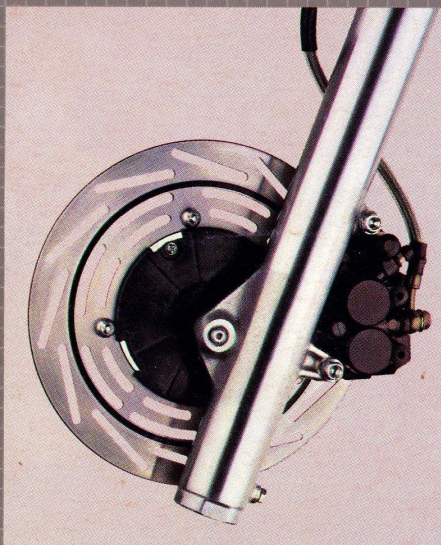
A completely new top end means the best you can get. With refined ATAC, new porting and flat-slide carburetor, the CR125R provides maximum mid-range and high-rpm power.

SPECIFICATIONS: 1986 CR'S

Each CR's Pro-Link system features a remote reservoir shock with adjustable damping. The linkage ratios ensure maximum traction on all courses.



All three CR's have a powerful hydraulic front disc brake with Honda's exclusive twin-piston caliper.



	CR500R	CR250R	CR125R
ENGINE	491cc reed-valve inducted single-cylinder liquid-cooled two-stroke	249cc reed-valve inducted single-cylinder liquid-cooled two-stroke	124cc reed-valve inducted single-cylinder liquid-cooled two-stroke
BORE AND STROKE	89mm x 79mm	66.4mm x 72mm	54mm x 54mm
COMPRESSION RATIO	7.0:1	9.0:1	8.4:1
CARBURETOR	38mm flat-slide	36mm flat-slide	34mm flat-slide
IGNITION	Solid state CD	Solid state CD	Solid state CD
STARTER	Primary kick	Primary kick	Primary kick
TRANSMISSION	Five-speed	Five-speed	Six-speed
WHEELBASE	59 inches	58.3 inches	57.4 inches
SEAT HEIGHT	37.4 inches	37.7 inches	36.6 inches
GROUND CLEARANCE	12.9 inches	13.4 inches	14 inches
FUEL CAPACITY	2.2 gallons	1.8 gallons	1.7 gallons
TIRES	Front: 80/100-21 knobby Rear: 110/100-18 knobby	Front: 80/100-21 knobby Rear: 110/100-18 knobby	Front: 80/100-21 knobby Rear: 100/100-18 knobby
SUSPENSION	Front: 43mm air-adjustable forks with adjustable compression damping, 12-inch travel Rear: Pro-Link with adjustable compression and rebound damping, 12.6-inch travel	Front: 43mm air-adjustable forks with adjustable compression damping, 12-inch travel Rear: Pro-Link with adjustable compression and rebound damping, 12.6-inch travel	Front: 43mm air-adjustable forks with adjustable compression damping, 11.8-inch travel Rear: Pro-Link with adjustable compression and rebound damping, 12.2-inch travel
BRAKES	Front: Disc with twin-piston caliper Rear: Drum	Front: Disc with twin-piston caliper Rear: Drum	Front: Disc with twin-piston caliper Rear: Drum
DRY WEIGHT	223.8 pounds	212.8 pounds	192.9 pounds
COLOR	Red	Red	Red

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for operator use only. CRs are designed for closed course competition use only and are sold "AS IS" without warranty. *Pro-Link™ and ATAC™ are Honda trademarks. Specifications and availability subject to change without notice. © 1985 American Honda Motor Co., Inc. Nikasil® is a registered trademark of Mahle Gesellschaft. (10/85) Printed in U.S.A. AO815.

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