HONDA CR-250R.

FIRST INTO THE FUTURE.

FUTURE HANDLING.

This is the production motocrosser with the kind of futuristic handling performance you find on a works bike. The new Honda CR-250R. It's a replica of a Honda RC works bike. The CR's wheels feature conical aluminum alloy hubs with magnesium backing plates and alloy D.I.D. rims for lower weight. A full-floating rear brake works to help reduce rear wheel hop under braking. The rear wheel carries a huge 5.00 X 18 tire. The CR-250R's frame, handlebars and box-section swing arm are tough chrome-moly. The steering head features tapered roller bearings, while the swing arm rides on needle bearings—for longer wear.

To handle the tortures of moto-cross, the CR's leading-axle Showa front forks deliver 11.8 inches

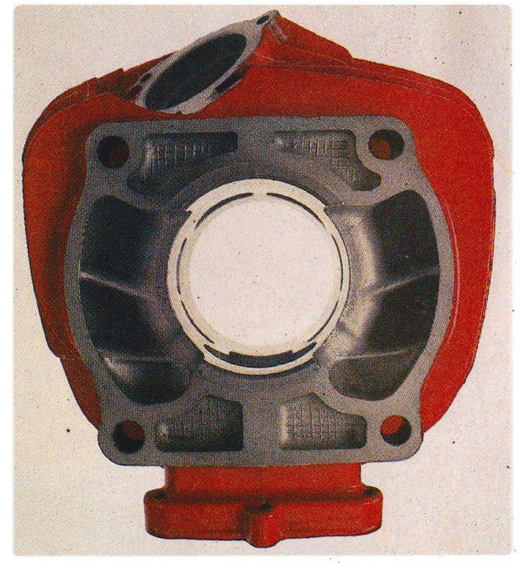
of travel, and lay-down gas shocks yield 11 inches at the rear axle (the same amount of travel as the works Type II RC-250's). With that kind of travel, chain tension can be a problem. But this machine doesn't even need a chain tensioner.

Its countershaft is located a mere 80mm from the swing arm pivot. With the chain adjusted correctly, two simple rollers handle all tensioning chores.

Many weight-saving components also add to the CR's handling agility, including its forged aluminum kick starter, shift lever, brake pedal, lower fork clamp and hand levers. The bike's overall dry weight is just 216 lbs.

All of the CR's many works-bike features work together to give you the kind of handling you'd expect from a factory-prepared race bike: future handling. Thanks to Honda, it's here today.

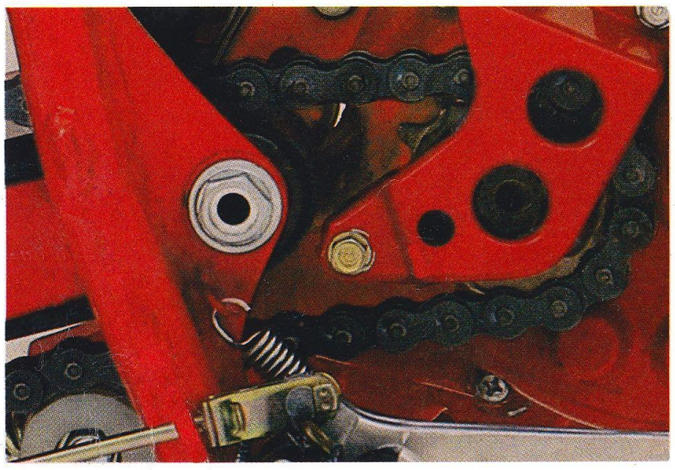
FUTURE POWER.



Aluminum cylinder with six transfer ports.

The CR-250R's race-tuned engine will make the competition see red.

Its light, compact, all-red 247cc power plant produces a spirited 36 horsepower* @ 7500 rpm. Enough performance to contend with any machine you'll encounter in the 250 class and then some.

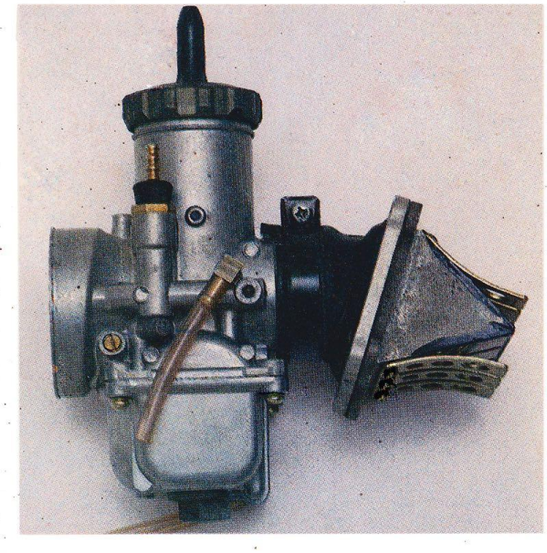


Countershaft only 80mm from swing arm pivot.

The engine's aluminum cylinder features a chromed bore for longer wear and a radially-finned cylinder head for better cooling. Reed-valve induction draws in the fuel and air mixed by the CR's 36mm Keihin carburetor.

The cylinder has six transfer ports. Four in the conventional position and two that feed into the intake tract between the reed cage and the intake port edge. These rear ports play a major part in the CR's impressive power output.

Six-petal reed valve and 36mm carburetor.



They feed fuel/air mixture to the lower end on that portion of the compression stroke where the piston blocks the intake port. During transfer, they also directly scavenge burnt gases across the piston crown and out the exhaust port. This method of cleaning out the cylinder's wasted gases yields a fuller fuel charge and ultimately, more power. A hot-sparking Capacitor-Discharge Ignition delivers the fire power for efficient combustion. For very positive acceleration, there's a smooth-shifting five-speed Honda transmission.

All this engine technology, combined with the CR-250R's handling, gives you a pretty good idea of what the future will look like for motocross machines. But you don't have to wait. Ride the future right now.

*SAE net at the crankshaft

Lightweight aluminum fuel tank.

Hire.

Huge 5.00 X 18 rear tire.

Lay-down gas shocks give 11 inches of travel at rear axle.

Two simple rollers handle all chain-tensioning chores.

Full-floating rear brake helps reduce rear wheel hop when braking.

36mm Keihin carburetor mixes fuel and air precisely.

247cc, single-cylinder, reed-valve-induction, two-stroke engine with six transfer ports.

Capacitor-Discharge Ignition for lower maintenance and accurate timing that contributes to higher performance.

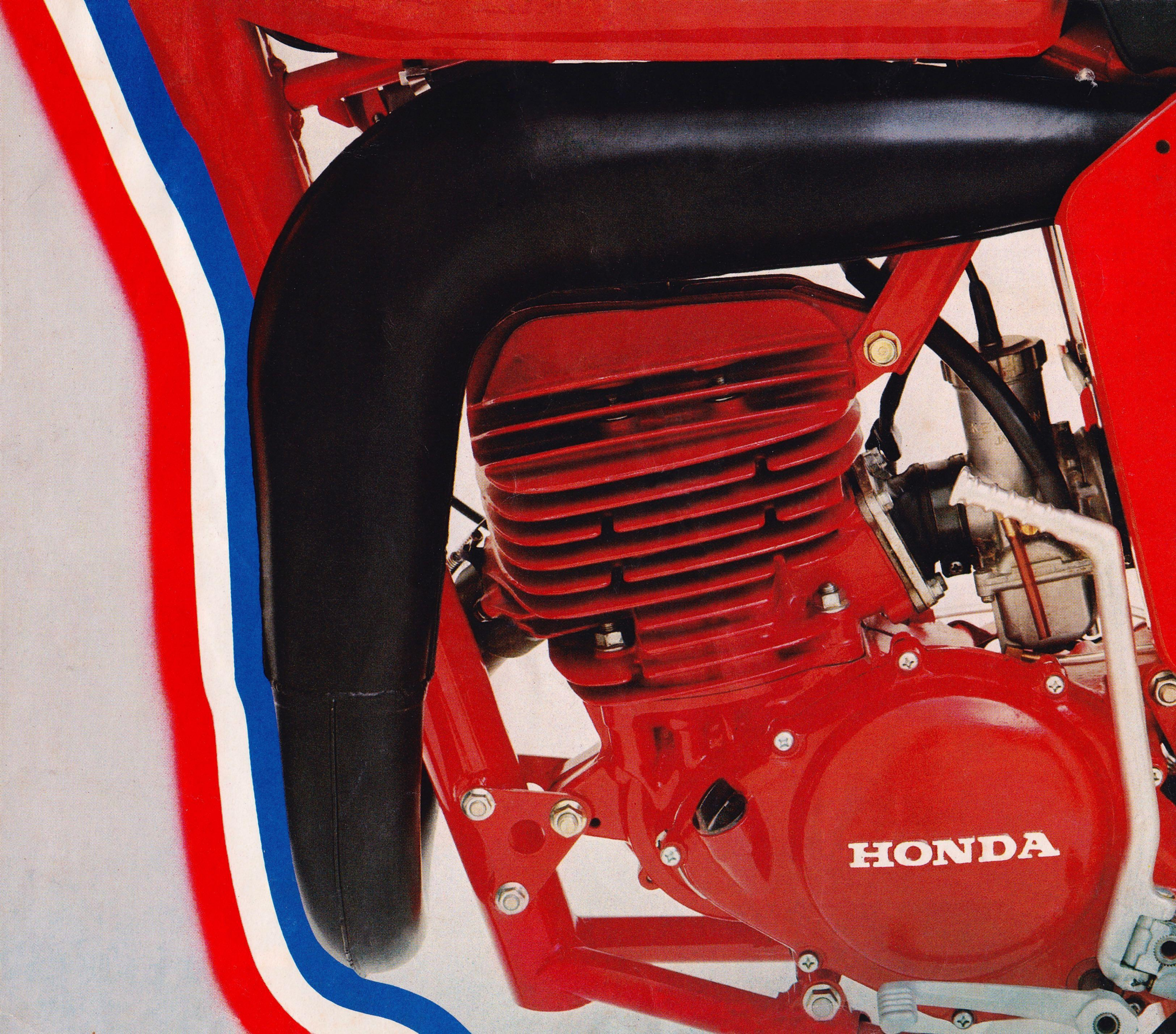
Steering head has tapered roller bearings and swing arm rides on needle bearings for greater stability.

Up-pipe expansion chamber routed above engine for high ground clearance.

Sturdy chrome-moly frame to endure tough riding conditions.

Showa front forks with 11.8 inches of travel for superior suspension performance.

D.I.D. alloy rims resist packing up with mud.


HONDA

FUTURE SPECS.

1978 CR-250R

ENGINE:

Type	Two-stroke, reed-valve, single-cylinder
Displacement	247cc
Bore and Stroke	70mm X 64.4mm
Compression Ratio	7.3:1

TRANSMISSION RATIOS:

1st	1.900:1
2nd	1.591:1
3rd	1.240:1
4th	1.000:1
5th	0.839:1
Clutch	Wet, multi-plate
Oil Capacity	0.66 qt.
Carburetion	36mm Keihin
Ignition System	Capacitor-Discharge Ignition
Starting System	Kick starter

SUSPENSION:

Front	Leading-axle, telescopic forks with 11.8 in. travel
Rear	Lay-down, gas-pressurized shocks with 11.0 in. wheel travel

DIMENSIONS AND CAPACITIES:

Wheelbase	56.9 in.
Overall Length	84.5 in.
Overall Width	35.0 in.
Seat Height	37.0 in.
Ground Clearance	11.8 in.
Fuel Capacity	2.2 gal.
Tire Size	Front, 3.00-21; Rear, 5.00-18
Dry Weight	216 lbs.
Color	Solid Red

Specifications subject to change without notice.

Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty.

Narrow overall design for easier maneuverability.

HONDA

GOING STRONG!