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# CR80R

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## START A WINNING TRADITION.

When it's time to enter the sport of motocross racing, you'll find the Honda CR80R is one of the fastest ways to get to the winner's circle.

Honda's CR80R shares its design features with the larger bikes, which swept all of the 1986 National Championships. And this year, the CR80R offers even more horsepower, better power characteristics and improved suspension components.

If you want to start a winning tradition, the place to begin is on a Honda CR80R.

- Liquid-cooled 83cc engine puts out class-leading horsepower. A redesigned expansion chamber and new cylinder port timing improve power characteristics.
- Pro-Link™ rear suspension has new linkage ratios and improved shock valving.
- New front suspension offers larger 35mm fork tubes for improved handling and added rigidity.
- Improved clutch adds durability.

<b>ENGINE</b>	83cc reed-valve inducted Nikasil® plated single-cylinder liquid-cooled two-stroke
<b>BORE AND STROKE</b>	47mm x 47.8mm
<b>COMPRESSION RATIO</b>	8.4:1
<b>CARBURETOR</b>	28mm piston valve
<b>IGNITION</b>	Solid state CD
<b>STARTER</b>	Primary kick
<b>TRANSMISSION</b>	Six-speed
<b>WHEELBASE</b>	49.4 inches
<b>SEAT HEIGHT</b>	31.9 inches
<b>GROUND CLEARANCE</b>	12.2 inches
<b>FUEL CAPACITY</b>	1.3 gallons
<b>TIRES</b>	Front: 80/80-17 Rear: 110/80-14
<b>SUSPENSION</b>	Front: 35mm air-adjustable Showa™ forks, 10.8-inch travel Rear: Pro-Link with fully-adjustable Showa shock, 11-inch travel

<b>BRAKES</b>	Front: Disc Rear: Drum
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<b>DRY WEIGHT</b>	137.9 pounds
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<b>COLOR</b>	Red
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### RIDE LIKE A PRO.

The CR80R is designed for operator use only in organized closed course racing events. Always abide by race sanction rules for the safety of yourself and spectators. Always wear a helmet, eye protection and protective clothing, and read your owner's manual.

**HONDA**   
FOLLOW THE LEADER

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# CR125R

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## UNLOAD ON THE COMPETITION.

Arrive at the track with a clear-cut advantage. A 1987 Honda CR125R.

The CR125R has a new case-reed engine for improved power and tractability, and new suspension components that let you outhandle the competition.

And that makes this year's CR even better than the 1986 production-based machine that Micky Dymond used to win the 125 National Championship.

So if you want to unload on the competition, load your truck with a 1987 CR125R.

- All-new case-reed engine puts out class-leading power.
- Revised ATAC™ system improves the CR125R's throttle response.
- Redesigned six-speed transmission increases durability.
- HRC-style clutch cover for easy access.
- New rear disc system gives superior braking action.
- New piggyback shock reduces maintenance, fade and wear.
- Supercross-developed seat extends over fuel tank and enhances rider mobility.

<b>ENGINE</b>	125cc case-reed inducted single-cylinder liquid-cooled two-stroke with ATAC
<b>BORE AND STROKE</b>	54mm x 54.5mm
<b>COMPRESSION RATIO</b>	8.8:1
<b>CARBURETOR</b>	34mm flat-slide
<b>IGNITION</b>	Solid state CD
<b>STARTER</b>	Primary kick
<b>TRANSMISSION</b>	Six-speed
<b>WHEELBASE</b>	57 inches
<b>SEAT HEIGHT</b>	36.6 inches
<b>GROUND CLEARANCE</b>	13.9 inches
<b>FUEL CAPACITY</b>	1.7 gallons
<b>TIRES</b>	Front: 80/100-21 Rear: 100/100-18
<b>SUSPENSION</b>	Front: 43mm Showa™ cartridge-type adjustable forks, 11.8-inch travel Rear: Pro-Link™ with fully-adjustable piggyback reservoir shock, 12.2-inch travel

**BRAKES** Front: Disc with twin-piston caliper and sintered metal pads  
Rear: Disc with sintered metal pads

**DRY WEIGHT** 192.9 pounds

**COLOR** Red

### RIDE LIKE A PRO.

The CR125R is designed for operator use only in organized closed course racing events. Always abide by race sanction rules for the safety of yourself and spectators. Always wear a helmet, eye protection and protective clothing, and read your owner's manual.

**HONDA**   
**FOLLOW THE LEADER**

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# CR250R

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## TAKES ONE TO WIN ONE.

Rick Johnson even took one to win two championships. Using a production-based Honda CR250R, he won both the 1986 Supercross title and the 250 National Championship.

No other 250 can offer that kind of race-winning technology. And the 1987 CR250R is better than ever.

So, whether you're trying to win one race at the local level—or two championships at the National level—you'll be way ahead on a 1987 CR250R.

- Refined cylinder port shape and port timing are based on the Supercross/National Championship-winning machine.
- Hybrid construction aluminum swingarm adds rigidity and durability.
- HRC-style clutch cover for easy access.
- Seat and tank are reshaped to enhance rider mobility.
- New piggyback shock reduces maintenance, fade and wear.
- HRC-developed optional wide-ratio transmission kit and AC generator system.

<b>ENGINE</b>	249cc reed-valve induced Nikasil® plated single-cylinder liquid-cooled two-stroke
<b>BORE AND STROKE</b>	66.4mm x 72mm
<b>COMPRESSION RATIO</b>	91:1
<b>CARBURETOR</b>	38mm flat-slide
<b>IGNITION</b>	Solid state CD
<b>STARTER</b>	Primary kick
<b>TRANSMISSION</b>	Five-speed
<b>WHEELBASE</b>	58.3 inches
<b>SEAT HEIGHT</b>	37.4 inches
<b>GROUND CLEARANCE</b>	13.4 inches
<b>FUEL CAPACITY</b>	2 gallons
<b>TIRES</b>	Front: 80/100-21 Bridgestone M23 Rear: 110/100-18 Bridgestone M22
<b>SUSPENSION</b>	Front: 43mm Showa™ cartridge-type adjustable forks, 12-inch travel Rear: Pro-Link™ with fully-adjustable Showa piggyback reservoir shock, 12.6-inch travel

**BRAKES** Front: Disc with twin-piston caliper and sintered metal pads  
Rear: Disc with sintered metal pads

**DRY WEIGHT** 214.9 pounds

**COLOR** Red

### RIDE LIKE A PRO.

The CR250R is designed for operator use only in organized closed course racing events. Always abide by race sanction rules for the safety of yourself and spectators. Always wear a helmet, eye protection and protective clothing, and read your owner's manual.

**HONDA** MOTORCYCLES  
FOLLOW THE LEADER

# CR500R

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## POWER TOOL.

When the job is winning in the open class, you need the best equipment money can buy. A 1987 Honda CR500R.

David Bailey chose the best and rode a production-based Honda to the 1986 500 National Championship. The motorcycling press also rated last year's CR500R best in its class. And this year's machine is even better.

If you want the best tool for the job so you can finish ahead of schedule, get on Honda's premier power tool... the 1987 CR500R.

- Improved powerband smoothes power delivery and enhances tractability.
- Reduced lever effort for easier kick starting.
- Hybrid construction aluminum swingarm adds rigidity.
- New rear disc system gives superior braking action.
- Seat and tank are reshaped to enhance rider mobility.
- New piggyback shock reduces maintenance, fade and wear.
- HRC-developed optional wide-ratio transmission kit and AC generator system.

<b>ENGINE</b>	491cc reed-valve inducted single-cylinder liquid-cooled two-stroke
<b>BORE AND STROKE</b>	89mm x 79mm
<b>COMPRESSION RATIO</b>	6.8:1
<b>CARBURETOR</b>	38mm flat-slide
<b>IGNITION</b>	Solid state CD
<b>STARTER</b>	Primary kick
<b>TRANSMISSION</b>	Five-speed
<b>WHEELBASE</b>	59.1 inches
<b>SEAT HEIGHT</b>	37.4 inches
<b>GROUND CLEARANCE</b>	13 inches
<b>FUEL CAPACITY</b>	2 gallons
<b>TIRES</b>	Front: 80/100-21 Bridgestone M23 Rear: 110/100-18 Bridgestone M22

**SUSPENSION** Front: 43mm Showa™ cartridge-type adjustable forks, 12-inch travel  
Rear: Pro-Link™ with fully-adjustable Showa piggyback reservoir shock, 12.6-inch travel

**BRAKES** Front: Disc with twin-piston caliper and sintered metal pads  
Rear: Disc with sintered metal pads

**DRY WEIGHT** 223.6 pounds

**COLOR** Red

### RIDE LIKE A PRO.

The CR500R is designed for operator use only in organized closed course racing events. Always abide by race sanction rules for the safety of yourself and spectators. Always wear a helmet, eye protection and protective clothing, and read your owner's manual.

**HONDA** MOTORCYCLES  
FOLLOW THE LEADER