



CR
500R/250R/125R
80R/80R2



Gold Rush!

The race is on and the fastest ones through the gates grab the gold and glory.

To stake your claim you need a steed that's swift of foot and strong of spirit.

*So throw a leg over one of Honda's storming CR motocrossers and discover for yourself
that "There's gold in them thar hills."*



CR250R

CR125R

CR500R/250R/125R

Pay Dirt

Prospecting for racing gold demands strength and endurance to see you through to the mother lode. Honda's dirt-digging CRs have made their name tearing through hills and berms in a never-ending quest for that precious yellow metal.

While the CR500R keeps up the charge through the field with the same powerful liquid-cooled 491.4cm³ engine dominating the open class, the CR250R and CR125R receive a host of changes that realise stronger, more manageable power deliveries to keep the competition at bay. This year, the biggest changes in engine design come to the CR125R. After nearly 10 years of leading the class with its Honda Power Port (HPP) exhaust valve configuration, the CR125R receives a specially developed RC valve with a rotary flap design that yields more precise control throughout the powerband for stronger, more useful power delivery and smoother transitions between low and midrange engine speeds.

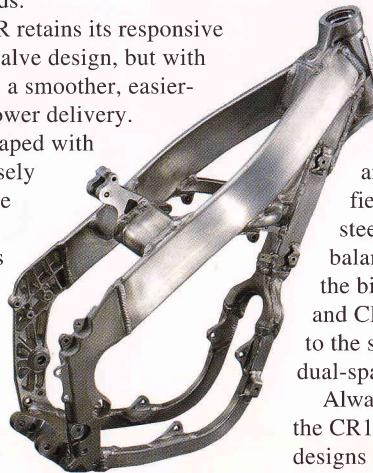
The aggressive CR250R retains its responsive CRV rotary flap exhaust valve design, but with modifications that achieve a smoother, easier-to-use low-to-midrange power delivery.

Its exhaust valve was reshaped with longer sides that more closely conform to the shape of the exhaust port for reduced internal turbulence, and its exhaust sub-valve timing was raised slightly to further minimise any step in low-to-midrange torque output for a smoother, more controlled power delivery, as well as sharper exhaust and stronger acceleration.

Good breathing is another critical factor in performance, and the new CR125R takes the lead with a new 36mm Mikuni TMX flat-slide carburettor, which closely matches its new RC valve's performance to gain a stronger and smoother mid-to-high-end power delivery. Both the 125R and 250R also receive larger air cleaners positioned closer to the carburettors to quicken

response while improving torque output and low-rpm drivability. The CR250R also features a new carburettor insulator with an inside step that conforms with the shape of the carb neck to provide a smoother flow of air from carburettor to insulator to port for stronger response. Changes at the other end of the performance equation include a modified expansion chamber for the CR125R to match its new RC valve, and a beefed up clutch that responds to the engine's stronger torque output with an added 8th plate. To keep things running cool when the racing gets hot, the new CR125R and 250R join the others in mounting compact new dual aluminium radiators that feature larger combined surface areas for improved cooling efficiency. Finally, even the CR250R's kickstart lever was made slimmer for lighter weight and easier operation.

Claim Jumping



While it takes muscle to charge those hills, it also takes strong bodies and limber legs to carry home the prize. That's why Honda's mighty CR's are built to get you in and out of the rough stuff with an unbeatable combination of strength and resilience. The big CR500R covers the field with a slim and rigid semi-double-cradle steel tube frame that gives it an optimum balance of rigidity and handling precision for the big job of open-class racing. The CR125R and CR250R take a slightly different approach to the same goal with innovative aluminium dual-spar frames to carry the load.

Always on the cutting edge of racing technology, the CR125R and 250R both receive all-new frame designs that optimise their balance of rigidity and strength for lighter, easier handling and sharper cornering capability. Changes include a new semi-double-cradle configuration that incorporates a massive 45 x 50mm dual-box-section centre downtube and sturdy box-section lower rails that surround the engine in a stressed member configuration, new forged aluminium steering heads and a slimmer design for easier manoeuvring in the heat of battle. The frame's main spars were reduced in height from 90mm to 80mm to further maximise

its balance of rigidity, while the apex of their downward bend was moved lower and farther forward to realise more compact dimensions and a more ideal positioning for the larger-volume air cleaner.

Strength in a frame is certainly important, but you aren't going to conquer any territory without good legs, and that's where the CRs' championship suspension componentry takes over. Up front, all the bikes in the CR lineup sport massive, long-travel inverted forks to soak up the bumps and the jumps while providing confident, precise steering control. The big outer tubes of the CR125R feature a special honing process that helps retain a thin coat of oil for smoother operation. Its unique cartridge-type design uses an innovative rubber bladder at the base of each tube to keep the fork and damper oil separated, and eliminate aeration-caused losses in damping force. Both the 125R and 250R also mount new upper and lower triple-clamps for increased manoeuvrability.

A heavy-duty rear suspension is also a must for getting the jump on the competition, and both the CR125R and 250R

feature all-new aluminium swingarms that have been specially tapered in both axes and joined to a larger cast aluminium cross-member to realise a big 25% increase in overall rigidity. The Pro-Link systems on both bikes were also changed slightly for an optimal balance of front and rear suspension characteristics that results in a smoother, more progressive ride, as well as a 100g weight loss in the linkage alone.

Wheels and brakes weren't overlooked either, and the rear wheel's axle diameter was increased

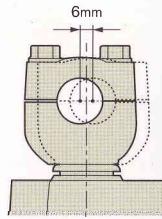
from 20mm to 25mm to better stand up to the shocks of hard landings. Up front, braking duties are ably handled by a new, more compact dual-piston calliper disc brake that helps realise a significant reduction in unsprung weight.

In the ergonomics department, the CR125R's new rubber-mounted handlebar stays are offset by 3mm, and can be reversed to gain 6mm of forward offset. The stays can also be replaced with the centred pieces used on the CR250R to provide three positions of forward/rearward adjustability. Of course, the same range of adjustability is also possible on the CR250R.

Styling is another area where Honda's golden CRs shine, and the new CR125R and 250R feature radical new bodywork that complements their trick aluminium frames with a sleek, aggressive flush-surface form, bright

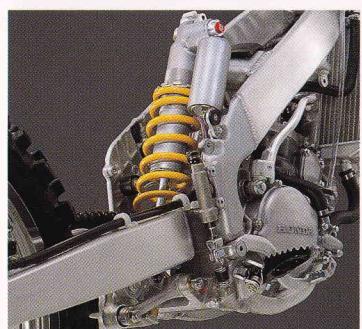
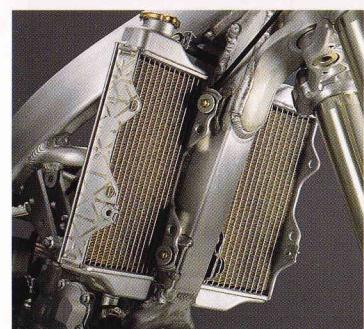
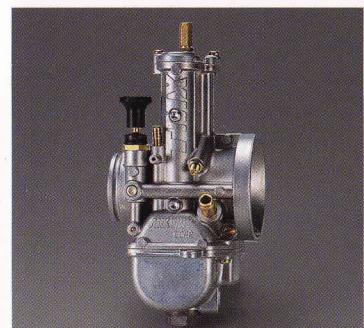
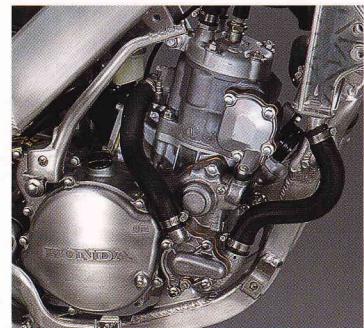
new Explosion Red shrouds, seats and fenders, and an eye-catching new CR logo design.

Finally, to keep your 'Midas Touch' in fine form every race day, the three taller CRs feature a complete assortment of replacement parts that includes pistons, rings, gasket set, and much, much more (ED and U types only).



Reversible handlebar stays





All photos : CR125R

CR80R/80R2

Little Gold Diggers

Top CR Series performance doesn't leave the little ones behind, either. Honda's winning CR80R twins give younger riders a grab at the gold on a par with their older brothers. Beneath their sharp, aggressive pro motocrosser looks, both the standard CR80R and taller CR80R2 are powered by small but dynamic 79.4cm³ liquid-cooled two-stroke engines that deliver a strong shot of power and torque to grab the holeshot and stay in the lead, yet with linear, easy-to-use powerbands that help beginners learn to ride and race with confidence. The engine's NiCaSi^{*}-plated cylinder walls reduce friction, increase cooling efficiency and sharpen acceleration, while its hot-firing, maintenance-free CDI ensures quick starts and sharp response throughout the rev range. All this performance gets to the ground by



way of a light-pull clutch and a slick-shifting 6-speed transmission that combine to deliver faster, smoother shifts to leap out of corners ahead of the pack.

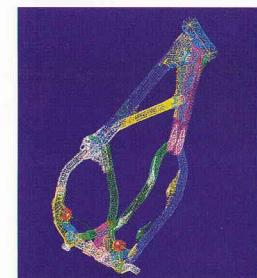


CR80R

83.3cm

178.7cm

Handling is another aspect of the two CR80's that makes winning easy. Built on rigid tubular steel frames, both machines are designed especially for younger riders to give them an unbeatable combination of high-flying handling and confident control. Their massive 37mm inverted cartridge-type front forks look just like the champions, while delivering smooth, progressive action to tear around the tracks with confidence and ease. At the rear, Honda's progressive, long-travel Pro-Link system soaks up the bumps and jumps to



enhance control when the going gets rough. And when slowing down fast is the number one priority, lightweight and powerful single-piston calliper disk brakes front and rear deliver all the stopping power a young rider will ever needs.

All in all, the CR80R and longer-legged CR80R2 not only look

like champions, they deliver all the world-beating performance younger riders need to prospect for a taste of motocross gold and glory all their own.



CR80R2

87.7cm

190.5cm



CR80R



CR80R2

CR

500R

It takes a giant to rule the open class. One with big power and quick footwork to fight through the field on the quest for gold. The CR500R heeds the call with a muscular 2-stroke engine and battle-hardened suspension that mean sure victory for those with the will to win.

ENGINE

- Full-powered 491.4cm³ liquid-cooled 2-stroke engine with CDI and 5-speed gearbox delivers top performance over a wide rev range.
- Large-capacity dual aluminium radiators and high-volume water pump help keep a cool head in the heat of competition. (CR250R/125R/80R/80R2 same)
- Rugged 5-speed transmission complements engine's power characteristics for less shifting over a wide range of courses. (CR250R/125R same)

CHASSIS

- Narrow semi-double-cradle steel frame delivers a winning combination of light weight, rigidity and balanced handling.
- High-rigidity 46mm inverted front fork features 28mm cartridge for smooth response and assured handling over most track conditions.
- Inner surfaces of fork stanchion tubes Teflon[®]-coated to minimise frictional losses for smooth performance and handling.
- Rugged Delta-Link Pro-Link rear suspension and rigid box-section aluminium swingarm deliver progressive response over rough terrain.
- Integrated remote-reservoir damper features independent low- and high-speed compression damping adjustments. (CR250R/125R same)
- Lightweight wire spoke aluminium wheels and rims reduce unsprung weight for enhanced suspension performance. (CR250R/125R/80R/80R2 same)
- Compact and lightweight dual-piston calliper front and single-piston calliper rear disc brakes grip drilled rotors between sintered metal pads. (CR250R/125R same)



CR500R

250R

The CR250R jumps to the head of the class with an all-new Works-type aluminium twin-spar frame and fine-tuned engine combining to deliver race-winning performance at every twist of its throttle.

ENGINE

- Powerful, liquid-cooled 2-stroke 249.3cm³ engine features redesigned Composite Racing (CR) valve. Valve now extends further down at sides to better conform to exhaust port shape for reduced turbulence and smoother, stronger acceleration.
- Exhaust sub-valve timing modified for smoother low-to-midrange torque output transition, more effective power delivery and more responsive acceleration control.
- New carburettor insulator features carburettor-side step to smooth air flow for stronger response.
- 3D-mapped digital electronic ignition system optimises ignition timing throughout the powerband for sharp response and quick acceleration. (CR125R same)
- New slimmer, lighter kickstarter arm offers easier operation.

CHASSIS

- All-new semi-double-cradle configuration dual-box-section aluminium twin-spar frame with new dual-box-section front downtube for maximised balance of rigidity and lightweight control. (CR125R same)
- New dual aluminium radiators feature 10% increase in core surface area and 7.5% increase in heat dissipation for assured engine cooling performance.
- 47mm front fork features Works-type damper design for plush ride and confident control.
- Newly designed rear swingarm features dual-axis taper and larger cast aluminium cross-member for 25% increase in rigidity. (CR125R same)
- Pro-Link rear suspension features larger-diameter integrated remote-reservoir damper, lighter weight linkage and new ratio for smoother, more progressive ride and optimised balance of suspension characteristics.
- New, more compact dual-piston front brake calliper reduces unsprung weight by 80 grams. (CR125R same)
- Rubber-mounted handlebar stays can be switched with CR125R stays for 3mm of forward or rearward adjustment.
- All bodywork pieces redesigned for a sleeker, slimmer and more aggressive flush-surface form. (CR125R same)



CR250R

125R

An all-new RC valve engine and newly designed dual-spar aluminium frame join to make the year 2000 CR125R the leading contender on tracks the world over as it stays one jump ahead of the pack.

ENGINE

- All-new 124.8cm³ liquid-cooled 2-stroke engine features new RC exhaust valve configuration for smoother transitions between low and midrange engine speeds, and sharper performance throughout its powerband.
- New 36mm Mikuni TMX flat-slide carburettor closely matches RC valve's performance for smoother and stronger mid-to-high rpm power delivery.
- New 35% larger aircleaner moved 15mm closer to carburettor for quicker response, stronger torque and improved low-end drivability. (CR250R same)
- Expansion chamber redesigned to match new RC valve power characteristics.
- New 8-plate clutch (up from 7) offers larger contact area to match engine's stronger torque output.

CHASSIS

- All-new semi-double-cradle aluminium twin-spar frame features slimmer dual-box-section main spars, forged aluminium steering head pipe, raised lower rear cross-brace and slimmer overall proportions. (CR250R same)
- Slimmer new frame design combines with all-new bodywork to realise 10–15mm narrower width in seat and tank area for enhanced manoeuvring ease.
- New dual aluminium radiators feature 20.9% increase in core surface area and 18.6% increase in heat dissipation for assured engine cooling performance.
- New cartridge-type front fork design features separator and rubber bladder lining to isolate fork oil and damper oil for minimised aeration and reduced damping force loss.
- Inner surfaces of outer fork tubes specially honed to retain oil coating for a significant reduction in bushing friction.
- New upper and lower triple-clamps assist manoeuvrability. (CR250R same)
- Stronger, larger-diameter rear axle and bearings better resist the shocks of high jump landings. (CR250R same)
- New rubber-mounted handlebars feature reversible stays offering a 6mm forward shift in position. Can be replaced with centred pieces on CR250R for a 3mm intermediate change in offset.



CR125R

80R/80RE

What better ways for younger berm-blasters to jump into the action than aboard Honda's race-ready little CR80R and its longer-legged sibling, the CR80R2? Packing all the trophy-taking features of the big bikes in compact, easy-to-handle forms, these two little CRs keep the excitement cranked to full blast as their riders learn to run and jump with the best of the breed.

ENGINE

- Lightweight and compact, liquid-cooled 79.4cm³ 2-stroke engine delivers sharp acceleration and responsive performance throughout its low-to-midrange for quicker sprints through the corners.
- Quick, easy starts and sparkling performance assured by maintenance-free Capacitor Discharge ignition (CDI).
- Rugged NiCaSil[®]-plated cylinder reduces friction and improves heat transmission for long-wearing high performance. (CR250R/125R same)
- Slick-shifting 6-speed transmission.

CHASSIS

- Rugged steel semi-double-cradle frame designed for optimal balance of rigidity, strength and confident control.
- Stout 37mm inverted cartridge-type fork looks and operates like the pro bikes. Offers 24-step compression and stepless rebound damping adjustment, and 275mm of axle travel.
- Responsive Delta-Link Pro-Link rear suspension features optimised ratio and operation to match frame construction and geometry, delivering same confident feel as the bigger bikes.
- Compact front and rear disk brakes feature single-piston callipers and sintered metal pads for light weight and strong performance.
- CR80R2 features 30mm longer swingarm to match larger wheel sizes (19" Front; 16" Rear).

LOOKS & DETAILS

- Eye-catching new Explosion Red shrouds, seat and fenders contrast with bright white sidecovers and number plate for an aggressive look of blazing off-road performance and a foretaste of victories to come. (CR500R/250R/125R same)

• New features

*A tough, long-wearing nickel/silicon carbide alloy that reduces friction and heat buildup.



CR80R

CR80R2

Specifications (ED, U, CM types)

	CR500R	CR250R	CR125R	CR80R(*: CR80R2)
Engine	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single
Bore x Stroke	89 x 79mm	66.4 x 72mm	54 x 54.5mm	46 x 47.8mm (ED, U); 47 x 47.8mm (CM)
Displacement	491.4cm ³	249.3cm ³	124.8cm ³	79.4cm ³ (ED, U); 82.9 cm ³ (CM)
Compression Ratio	6.8 : 1	8.7 : 1	8.8 : 1	8.4 : 1
Carburettor	38mm flat valve type (PJ27N)	38mm flat valve type (PWK00B)	36mm Mikuni TMX flat valve (TMX01A)	28mm piston-valve type (PE68D)
Max. Power Output	64.6PS/6,000rpm (DIN) (47.5kW/6,000min ⁻¹)	58.2PS / 8,000rpm (DIN) (42.8kW / 8,000min ⁻¹)	41PS / 11,500rpm (DIN) (30.2kW / 11,500min ⁻¹)	26.9PS/12,500rpm (DIN) (19.8kW/12,500min ⁻¹)
Max. Torque	7.7kg-m / 6,000rpm (DIN) (75.5Nm/6,000min ⁻¹)	5.2kg-m / 8,000rpm (DIN) (51Nm / 8,000min ⁻¹)	2.76kg-m / 11,000rpm (DIN) (20.6Nm / 11,000min ⁻¹)	1.57kg-m/11,000rpm (DIN) (15.4Nm/11,000min ⁻¹)
Ignition	Capacitor discharge (CDI)	Digital transistorised with electronic advance	Digital transistorised with electronic advance	Capacitor discharge (CDI)
Starter	Primary kick	Primary kick	Primary kick	Primary kick
Transmission	5-speed	5-speed	5-speed	6-speed
Final Drive	Roller chain	Roller chain	Roller chain	Roller chain
Dimensions (LxWxH)	2,179 x 835 x 1,237mm	2,189 x 823 x 1,263mm	2,169 x 823 x 1,283mm	1,787 x 772 x 1,120mm (*1,905 x 772 x 1,177mm)
Wheelbase	1,485mm	1,487mm	1,467mm	1,246mm (*1,289mm)
Seat Height	937mm	933mm	942mm	833mm (*877mm)
Ground Clearance	328mm	331mm	340mm	320mm (*366mm)
Fuel Capacity	9 litres	7.5 litres	7.5 litres	5.8 litres
Wheels	Aluminium rim/wire spoke	Aluminium rim/wire spoke	Aluminium rim/wire spoke	Aluminium rim/wire spoke
Tyres	Front	80/100-21 51M	80/100-21 51M	70/100-17 40M (*70/100-19 42M)
	Rear	110/100-18 64M	110/90-19 62M	90/100-14 49M (*90/100-16 52M)
Suspension	Front	46mm inverted leading-axle telescopic fork with adjustable compression/rebound damping, 310mm cushion stroke	47mm inverted leading-axle twin-chamber telescopic fork with adjustable compression/rebound damping, 315mm cushion stroke	46mm inverted leading-axle telescopic fork with adjustable compression/rebound damping, 315mm cushion stroke
	Rear	Pro-Link with adjustable compression/rebound damping, 320mm axle travel	Pro-Link with adjustable compression/rebound damping, 318mm axle travel	Pro-Link with adjustable compression/rebound damping, 323mm axle travel
Brake	Front	240mm hydraulic disc with dual-piston calliper and sintered metal pads	240mm hydraulic disc with dual-piston calliper and sintered metal pads	220mm hydraulic disc with single-piston calliper and sintered metal pads
	Rear	220mm hydraulic disc with single-piston calliper and sintered metal pads	240mm hydraulic disc with single-piston calliper and sintered metal pads	190mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	101kg	97kg	87.5kg	65kg (*67kg)

Honda machines sold in your area are those most suited to local conditions. Specifications, appearance, and availability may differ depending on markets and are subject to change without notice. For details, please consult your nearest Honda dealer.

RIDE LIKE A CHAMPION

•CR series machines are designed for closed-circuit competition by experienced riders only. •Read your owner's manual thoroughly. •Keep yourself and your machine in good condition. •Wear protective clothing, a helmet, eye protection, boots, and gloves. •NEVER carry passengers. •NEVER ride after drinking alcohol. •Take it easy and don't overextend yourself.

HONDA

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