



CR500R

The king of the open class for as long as most folks can remember, Honda's mighty CR500R motocross champion continues to kick up roostertails and streak to the finish line with an always-impressive combination of explosive big-bore power and coolly confident control.

Colouring Concept

For the year 2000, the CR500R takes to the starting gate with an aggressive new fluorescent red and white colour combination that gives a stronger identity to the Honda racing image. Dubbed 'Explosion Red,' this dynamic new hue of Honda's off-road racing colour will surely grab attention both on and off the track as it strengthens the CR500R's identification with the championship machines grabbing gold and glory on the circuits of the world.

Colours

- Explosion Red (with White number plate and sidecovers)

New Features

- New colour scheme, colour and graphics.





CR500R

Specifications

Specifications

CR500R (ED-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	89 × 79mm
Displacement	491.4cm ³
Compression Ratio	6.8 : 1
Carburettor	38mm flat valve type
Max. Power Output	64.6PS/6,000rpm (DIN) (47.5kW/6,000min ⁻¹)
Max. Torque	7.7kg-m/6,000rpm (DIN) (75.5Nm/6,000min ⁻¹)
Ignition	Capacitor discharge (CDI)
Starter	Primary kick
Transmission	5-speed
Final Drive	Roller chain
Dimensions	(L×W×H) 2,179 × 835 × 1,237mm
Wheelbase	1,485mm
Seat Height	937mm
Ground Clearance	328mm
Fuel Capacity	9 litres
Wheels	Aluminium rim/wire spoke
Tyres	Front 80/100-21 Rear 110/100-18
Suspension	Front 46mm inverted leading-axle telescopic fork with adjustable compression/rebound damping, 310mm axle travel Rear Pro-Link with adjustable compression/rebound damping, 320mm axle travel
Brakes	Front 240mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 220mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	101kg

All specifications are provisional and subject to change without notice.



CR250R

Completely redesigned for the last racing season of the millennium, Honda's radical, CR250R leaps for the big wins with an all-new aluminium twin-spar frame and a host of detailed performance modifications that will see it dominating the winner's circle this season on tracks around the world.

Colouring Concept

For the year 2000, the CR250R takes to the starting gate with an aggressive new fluorescent red and white colour combination that more strongly symbolises the Honda racing image. Dubbed 'Explosion Red,' this dynamic new hue of Honda's off-road racing colour is sure to grab attention both on and off the track as it strengthens the CR250R's identification with the championship machines grabbing gold and glory on the circuits of the world.

Colours

- Explosion Red (with White number plate and sidecovers)





CR250R

Close-up

Features

Engine

- The CR250R's dynamic engine performance has been further modified to provide a smoother, easier-to-use low-to-midrange power delivery, while maximum power output has been kept essentially the same.
- The CRV rotary/flap exhaust valve was reshaped with longer extensions at the sides of the flap that better conform to the shape of the exhaust port for reduced internal turbulence and smoother, sharper exhaust and stronger acceleration.
- Exhaust sub-valve timing was raised slightly to realise a smoother transition in flow from the sub-valves to the exhaust valve that reduces the noticeable step in low-to-midrange torque output, thus providing a more effective power delivery and more controlled and responsive acceleration.
- A newly designed carburettor insulator features an internal step on the carburettor side that smooths the flow of air down the throat for stronger response.
- The aircleaner has been relocated 15mm farther forward and increased 35% in size to realise a shorter distance from the air-

cleaner to the carburettor for quicker response and stronger torque, as well as improved low-end drivability.

- The kickstarter arm has been slimmed and redesigned for lighter weight.

Chassis

- Developed and tested in the fierce competition of domestic and World GP motocross racing, the CR250R's all-new aluminium frame offers an improved balance of rigidity and strength for lighter, easier handling over a wide range of track and racing conditions and an optimised balance of cornering capability.
- The frame's massive, extruded aluminium main spars have been reduced in width from 90mm to 80mm while retaining the same 30mm thickness to provide an ideal balance of rigidity that realises more widely useable riding characteristics. The apex of the downward bend in the spars was also repositioned 30mm lower and the rear damper moved 20mm forward of its current position for more compact dimensions that bring the larger-volume aircleaner closer to the engine.
- The frame's new semi-double-cradle configuration features a

single, large-diameter 45-50mm dual-box-section downtube that replaces the current model's dual square-section tubes. A pair of rugged box-section rails curve back from the base of the downtube to support the engine in its stressed-member mounting configuration. At the back, where the rails reach the swing arm mount, the suspension's cross-brace linkage mount was raised 10mm to prevent it from hitting the ground on landings and over rough terrain.

- A new forged aluminium steering head pipe replaces the extruded piece in the current model, although the steering head caster angle remains essentially the same.
- The frame's slimmer new design combines with all-new bodywork to realise a 10 to 15mm narrower width in the seat and tank area that translates into easier riding in the heat of competition.
- New dual radiators mounted on either side of the new large-section centre downtube replace the current model's centre-mounted single radiator. With a combined total core surface area increase of 10%, heat dispersion was also improved by 7.5% for assured engine cooling performance in moto after moto.



CR250R

Close-up

Suspension & Brakes

- Redesigned upper and lower triple-clamps realise an increase in manoeuvrability.
- The rear suspension's Pro-Link swing arm has been completely redesigned to match the new frame's balance of rigidity. Swing arm rigidity was improved with a new dual-axis taper and a larger cast aluminium cross-member that combine to realise a 25% increase in swing arm rigidity. Swing arm width now tapers from 45mm its centre bend to 35mm at the axle holder weld.
- The rear suspension's Pro-Link ratio was modified for a smoother, more progressive ride, offering a lower ratio early in the swing arm's travel and a higher ratio

approaching full compression to provide a better balance of front and rear suspension characteristics. The system's redesigned linkage was lightened by 100 grams, and the damper's piston diameter was increased from 46 to 50mm for more progressive operation.

- The rear wheel's axle diameter was increased from 20 to 25mm accompanied by a subsequent increase in bearing size, resulting in a significant increase in strength to better stand up to the abuses of high jump landings.
- A smaller, more compact dual-piston front brake calliper reduces unsprung weight by 80 grams.

Equipment

- Featuring the same rubber-mounted handlebars as before, their vertical stays can be exchanged for the units used on the CR125R to provide 3mm of forward or rearward adjustment, depending on how they are installed. 3 different possible bar mounting positions to better match rider preferences.
- All bodywork plastic, from the front fender through the shrouds, tank, seat, sidecovers and rear fender has been completely redesigned for a sleeker, slimmer and more aggressive flush-surface form that grabs attention like the new CR250R will be grabbing the gold.
- New colour scheme and graphics.





CR250R

Specifications

Specifications

CR250R (ED-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	66.4 × 72mm
Displacement	249.3cm ³
Compression Ratio	8.7 : 1
Carburettor	38mm flat valve type
Max. Power Output	58.2PS/8,000rpm (DIN) (42.8kW/8,000min ⁻¹)
Max. Torque	5.2kg-m/8,000rpm (DIN) (51Nm/8,000min ⁻¹)
Ignition	Digital transistorised with electronic advance
Starter	Primary kick
Transmission	5-speed
Final Drive	Roller chain
Dimensions	(L×W×H) 2,189 × 823 × 1,263mm
Wheelbase	1,487mm
Seat Height	933mm
Ground Clearance	331mm
Fuel Capacity	7.5 litres
Wheels	Aluminium rim/wire spoke
Tyres	Front 80/100-21 51M Rear 110/90-19 62M
Suspension	Front 47mm inverted leading-axle twin-chamber telescopic fork with adjustable compression/rebound damping, 315mm axle travel Rear Pro-Link with adjustable compression/rebound damping, 317mm axle travel
Brakes	Front 240mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 240mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	97kg

All specifications are provisional and subject to change without notice.



CR125R

With its innovative aluminium twin-spar frame and dynamic engine delivering a high-flying combination of explosive power and sharp, confident handling, the CR125R has been the one to beat this year and every year. For the Year 2000, the CR125R receives a thoroughly upgraded engine, chassis and aggressive new looks that are destined to give its riders a gold-plated wrap-up to an exciting racing season.

Colouring Concept

The new CR125R also takes to the starting gate with an aggressive new fluorescent red and white colour combination that more strongly symbolises the Honda racing image. Dubbed 'Explosion Red,' this dynamic new hue of Honda's off-road racing colour is sure to grab attention both on and off the track as it strengthens the CR125R's identification with the championship machines grabbing gold and glory on the circuits of the world.

Colours

- Explosion Red
(with White number plate and sidecovers)





CR125R

Close-up

Features

Engine

- An all-new RC exhaust valve provides stronger, smoother power delivery with a more progressive transition between low and mid-range engine speeds. Replacing the side-action HPP valve used by the CR125R for the last 10 years, this new rotary flap-type valve features more precise actuation for less of a pronounced step between speed ranges and a more effective and useful power delivery. The new valve configuration is also lighter and simpler than the system it replaces.
- A new 36mm Mikuni TMX flat-slide carburettor closely matches the new RC valve's performance for a stronger and smoother mid to high-end power delivery.
- The aircleaner has been relocated 15mm farther forward and increased 35% in size to realise a shorter distance from the aircleaner to the carburettor for quicker response and stronger torque, as well as improved low-end drivability.
- The expansion chamber was also modified to match the new CR valve's exhaust output and power characteristics.

- The number of clutch plates has been increased from 7 to 8 for a larger clutch surface area in response to engine's stronger torque output.

Chassis

- Developed and tested in the fierce competition of domestic and World GP motocross racing, the CR125R's all-new aluminium frame offers an improved balance of rigidity and strength for lighter, easier handling over a wide range of track and racing conditions, and an optimised balance of stability and cornering capability.
- The frame's massive, extruded aluminium main spars have been reduced in width from 90mm to 80mm while retaining the same 30mm thickness to provide an ideal balance of rigidity that realises more widely useable riding characteristics. The apex of the downward bend in the spars was also repositioned 30mm lower and the rear damper moved 20mm forward of its current position for more compact dimensions that bring the larger-volume aircleaner closer to the engine.
- The frame's new semi-double-cradle configuration features a single, large-diameter 45-50mm

- dual-box-section downtube that replaces the current model's dual square-section tubes. A pair of rugged box-section rails curve back from the base of the downtube to support the engine in its stressed-member mounting configuration. At the back, where the rails reach the swing arm mount, the suspension's cross-brace linkage mount was raised 10mm to prevent it from hitting the ground on landings and over rough terrain.
- A new forged aluminium steering head pipe replaces the extruded piece in the current model, while changes in geometry reduce the caster angle slightly from 27° to 26°21'.
- The frame's slimmer new design combines with all-new bodywork to realise a 10 to 15mm narrower width in the seat and tank area that translates into easier riding in the heat of competition.
- New dual radiators mounted on either side of the new large-section centre downtube replace the current model's centre-mounted single radiator. With a combined total core surface area increase of 20.9%, heat dispersion was also improved by 18.6% for assured engine cooling performance in moto after moto.



CR125R

Close-up

Suspension & Brakes

- Redesigned upper and lower triple-clamps realise an increase in manoeuvrability.
- The front suspension's new cartridge-type fork design isolates the fork oil and damper oil with a separator and an innovative rubber bladder lining inside the base of each fork tube that minimises damping force losses caused by aeration, which often occurs in conventional systems.
- The inner surface of the fork's large-diameter outer tubes has been specially honed to retain a thin coating of oil for reduced friction as the bushings travel up and down its surface.
- The rear suspension's Pro-Link swing arm has been completely redesigned to match the new frame's balance of rigidity. Swing arm rigidity was improved with a new dual-axis taper and a larger cast aluminium cross-

member that combine to realise a 25% increase in swing arm rigidity. Swing arm width now tapers from 45mm its centre bend to 35mm at the axle holder weld.

- The rear suspension's Pro-Link ratio was modified for a smoother, more progressive ride, offering a lower ratio early in the swing arm's travel and a higher ratio approaching full compression to realise a better balance of front and rear suspension characteristics. The system's redesigned linkage was also lightened by 100 grams.
- The rear wheel's axle diameter was increased from 20 to 25mm accompanied by a subsequent increase in bearing size, resulting in a significant increase in strength to better stand up to the abuses of high jump landings.
- A smaller, more compact dual-piston front brake calliper reduces unsprung weight by 80 grams.

Equipment

- The CR125R's new rubber-mounted handlebars feature a 3mm rearward offset in their mounting stays. The handlebars can be easily repositioned 6mm forward by turning the stays 180 degrees, or 3mm forward by exchanging them for the centred units used on the CR250R, resulting in a total of 3 different possible bar mounting positions to better match rider preferences.
- All bodywork plastic, from the front fender through the shrouds, tank, seat, sidecovers and rear fender has been completely redesigned for a sleeker, slimmer and more aggressive flush-surface form that grabs attention like the new CR250R will be grabbing the gold.
- New all-red colour scheme, 'Explosion Red' colour and graphics.





CR125R

Specifications

Specifications

CR125R (ED-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	54 × 54.5mm
Displacement	124.8cm ³
Compression Ratio	8.8 : 1
Carburettor	36mm Mikuni TMX flat valve
Max. Power Output	41PS/11,500rpm (DIN) (30.2kW/11,500min ⁻¹)
Max. Torque	2.76kg-m/11,000rpm (DIN) (20.6Nm/11,000min ⁻¹)
Ignition	Digital transistorised with electronic advance
Starter	Primary kick
Transmission	5-speed
Final Drive	Roller chain
Dimensions	(L×W×H) 2,169 × 823 × 1,283mm
Wheelbase	1,467mm
Seat Height	942mm
Ground Clearance	340mm
Fuel Capacity	7.5 litres
Wheels	Aluminium rim/wire spoke
Tyres	Front 80/100-21 51M Rear 100/90-19 57M
Suspension	Front 46mm inverted leading-axle telescopic fork with adjustable compression/rebound damping, 315mm axle travel Rear Pro-Link with adjustable compression/rebound damping, 323mm axle travel
Brakes	Front 240mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 240mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	87.5kg

All specifications are provisional and subject to change without notice.



CR80R / CR80R2

As the smallest members of Honda's dynamic CR lineup, the CR80R and longer-legged CR80R2 deliver a blast of big-time performance that gives younger riders the confidence and capability to go for the gold. Featuring power-packed engines and pro-class frames and suspensions, the two little CRs make the perfect entry vehicles for young riders wanting to grab a taste of the victories to come.

Colouring Concept

For the year 2000, the CR80R and CR80R2 take to the starting gate with an aggressive new fluorescent red and white colour combination that more strongly symbolises the Honda racing image. Dubbed 'Explosion Red,' this dynamic new hue of Honda's off-road racing colour is sure to grab attention both on and off the track as it strengthens the two smallest CRs' identification with the championship machines grabbing gold and glory on the circuits of the world.

Colours

- Explosion Red
(with White number plate and sidecovers)

New Features

- New colour scheme, colour and graphics.





CR80R / CR80R2

Specifications

Specifications

CR80R / CR80R2 (ED-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	46 × 47.8mm
Displacement	79.4cm ³
Compression Ratio	8.4 : 1
Carburettor	28mm piston valve type
Max. Power Output	26.9PS/12,500rpm (DIN) (19.8kW/12,500min ⁻¹)
Max. Torque	1.57kg-m/11,000rpm (DIN) (15.4Nm/11,000min ⁻¹)
Ignition	Capacitor discharge (CDI)
Starter	Primary kick
Transmission	6-speed
Final Drive	Roller chain
Dimensions	(L×W×H) 1,787 × 772 × 1,120mm (*1,905 × 772 × 1,177mm)
Wheelbase	1,246mm (*1,289mm)
Seat Height	833mm (* 877mm)
Ground Clearance	320mm (* 366mm)
Fuel Capacity	5.8 litres
Wheels	Aluminium rim/wire spoke
Tyres	Front 70/100-17 40M (*70/100-19 42M) Rear 90/100-14 49M (*90/100-16 52M)
Suspension	Front 37mm inverted leading-axle telescopic fork with adjustable compression/rebound damping, 275mm axle travel Rear Pro-Link with adjustable compression/rebound damping, 275mm axle travel
Brakes	Front 220mm hydraulic disc with single-piston calliper and sintered metal pads Rear 190mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	65kg (*67kg) (*: CR80R2)

All specifications are provisional and subject to change without notice.



QR50

The smallest member of the CR family is specially designed to provide the youngest members of outdoor-loving families with an easy introduction to the unforgettable fun of off-road riding. Powered by a smoothly responsive 2-stroke engine and featuring ultra-compact proportions that inspire confidence in young children, the fun little QR50 opens the door to an exciting new world of adventure and delight that even parents will find hard to resist.

Colouring Concept

For the year 2000, the little QR50 sports the look of Honda's high-flying CR motocrossers in colours and graphics that help any beginner feel like a pro.

Colour

- Shasta White (with Blaze Red)





QR50

Close-up

Features

- The telescopic fork deploys the same techniques as those for a larger bike, absorbing large and small shocks effortlessly.
- The front drum brake is progressive to avoid loss of grip from badly controlled braking by a child.
- Its 35kg weight and low saddle make it easy for young children to ride.
- The QR's small size means it will fit easily into a car boot.
- Thanks to the horizontal cylinder being set well apart, the spark plug is easy to access.
- The small 2-stroke single 49cc cylinder is air-cooled and develops 2.6PS. It has separate lubricating, electronic ignition and starts easily with the kick-start. An ideal bike for learning on, especially with its automatic clutch and progressive acceleration.
- The rear suspension means you can ride over bumpy ground without losing balance.
- The rear drum brake is very progressive and helps to prevent the wheel locking.
- Waterproof casing protects the secondary chain. The child will never come into contact with it.
- The exhaust pipe grill prevents the child from getting burnt if he falls off.





QR50

Specifications

Specifications

QR50 (ED-type)

Engine	Air-cooled 2-stroke single
Bore × Stroke	40 × 39.3mm
Displacement	49.4cm ³
Compression Ratio	7.2 : 1
Carburettor	12mm piston valve-type
Ignition	Capacitor Discharge (CDI)
Starter	Primary kick
Transmission	Single speed with centrifugal clutch
Final Drive	Enclosed oil-bath roller chain
Frame	Bolt-on double-cradle steel tube
Dimensions	(L×W×H) 1,225 × 615 × 725mm
Wheelbase	840mm
Seat Height	495mm
Ground Clearance	95mm
Fuel Capacity	2 litres
Wheels	Front/Rear Steel rim/ pressed steel spoke
Tyres	Front/Rear 2.50-10
Suspension	Front Telescopic fork, 60mm axle travel Rear Unit swing arm, single damper, 45mm axle travel
Brakes	Front/Rear Leading/trailing drum
Dry Weight	35kg

All specifications are provisional and subject to change without notice.