



Development Concept

Turning heads and flying high with its innovative new aluminium twin-spar frame, the all-new CR125R bursts onto the scene with a ram-paging combination of explosive power and cool, confident handling that will rule the circuits for another victorious racing season.

New Features

- Overall power increase of 0.5PS provides stronger delivery and acceleration throughout the rev range.
- HPP exhaust valve size and shape changed for increased power output. New valve lip design provides better sealing against blow-by.

- Cylinder port timing and shape also changed for stronger power.
- New ignition timing provides ideal match for engine performance, delivering better high-rpm feel and smoother response.
- New, more flexible reed valve opens more easily at low rpms for improved throttle response and better low-to-midrange feel.
- Carburettor settings modified for sharper and smoother overall response.
- Cylinder head radiator hose connector made shorter and thicker for easier maintenance.
- Transmission changed from 6-speed to 5-speed for more comfortable range of shifting ratios.
- Drive sprocket changed from 12t to 13t for a fine-tuned rush of acceleration.
- Driven sprocket size increased from 49t to 51t.
- New aluminium twin-spar frame based on frame developed for current CR250R. Features dual-box-section twin spars, box-section downtubes and compact forged pivot plates for optimal balance of light weight, high rigidity and remarkable riding and racing ease.





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CR125R

- Rear seat rail also changed from steel to aluminium for optimum balance of rigidity and light weight.
- Upper triple-clamp offset reduced from 24 to 22mm.
- Front cartridge damper valves redesigned for more stable compression and rebound damping characteristics.
- New internal rubber bottoming bumper in fork legs replaces lower valve assembly, resulting in less aeration and submersion for more stable performance and greater resistance to hydraulic lock over longer periods of time.
- Rugged Delta-Link Pro-Link rear suspension features new, lighter and more rigid tapered box-section aluminium swingarm like that on current CR250R, which offers increased ground clearance and 10mm longer wheelbase while maintaining essentially the same seat height.
- Suspension tuned to permit softer settings for a wider range of riders. Pro-Link ratio changed and rear damper stroke increased. Rear spring rate also reduced from 5 to 4.6.
- Rear brake rotor size increased from 220 to 240mm.
- Flush surface design based on Works racers, integrating bodywork with outer frame surface for a narrow seating area and optimized manoeuvring ease.
- New frame design permits easier carburettor and engine maintenance owing to open perimeter-style configuration.



CR125R

- New frame design also permits main volume of fuel tank to be positioned lower and farther back for further contribution to mass centralization.
- Shrouds and bodywork redesigned like that on CR250R for flush-surface integration with tank and seat and maximized air flow to new one-piece radiator for optimal cooling efficiency.
- Large center-mount radiator replaces current dual side-mounted radiators. Larger capacity offers 22% increase in cooling efficiency.
- Shape of kick lever changed for easier operation and cleaner integration into right side of body for minimized contact while riding.
- New Nuclear Red, White and Black colour combination features large red Honda 'Wing' mark design on black shrouds overlaid with smaller yellow 'Wing' mark for the aggressive look of Honda's World Motocross Works racing team.
- Seat colour changed from red to black with bright red front and side trim.
- Rear fender colour changed from white to red. White sidecovers and fork/brake protectors.
- Handlebar colour changed to a darker silver.

Colour

- Nuclear Red
(with White and Black)



Specifications**Specifications****CR125R (A-, ED-, U-, CM-types)**

Engine		Liquid-cooled 2-stroke single
Bore × Stroke		54 × 54.5mm
Displacement		124.8cm ³
Compression Ratio		8.8 : 1
Carburettor		36mm flat valve (PJ15K)
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 transistorized with electronic advance
Starter		Primary kick
Transmission		5-speed
Final Drive		Roller chain
Dimensions	(L×W×H)	2,154 × 827 × 1,264mm
Wheelbase		1,460mm
Seat Height		932mm
Ground Clearance		330mm
Fuel Capacity		7.5 litres
Wheels		Aluminium rim/wire spoke
Tyres	Front	80/100-21
	Rear	100/90-19
Suspension	Front	46mm inverted leading-axle telescopic fork with adjustable compression/rebound damping, 307mm axle travel
	Rear	Pro-Link with adjustable compression/rebound damping, 323mm axle travel
Brakes	Front	240mm hydraulic disc with dual-piston caliper and sintered metal pads
	Rear	240mm hydraulic disc with single-piston caliper and sintered metal pads
Dry Weight		87.5kg

All specifications are provisional and subject to change without notice.

