



NSR125R

Introduction

The NSR125R continues its winning ways with an aggressive combination of sleek Super Sport styling and strong performance. Featuring the crisp lines and full-coverage bodywork of a race champion, the NSR125R has earned a large and enthusiastic following of admirers who are drawn to its impressive, aerodynamic good looks.

The NSR125R sees Honda adapting its Grand Prix technologies to the road. Aluminium frame, disc brakes, high-performance engine, light alloy wheels, ultra-sporty trimmings and instrument panel: the NSR does not skimp on accessories. It is also well finished, but this sporty Honda gives pride of place to performance. The 'high-tech' two-stroke engine is comple-

mented with an ultra-modern back-end and suspension systems (Pro-Link Honda system at the rear) of the highest calibre. The NSR opens the way to anyone who dreams of a state-of-the-art sports bike in this class: a dream which can become a reality for anyone who is 16 or over or has held a car licence for over two years.

Introduced in 87 - Manufactured in Italy - SUPER SPORT



NSR125R - 20001 - E



NSR125R

Colouring Concept

For the year 2000, the hugely popular NSR receives two new colour schemes that are based heavily on its high-performance bigger brothers in the Super Sport realm, the CBR600F and the all-new, class-leading CBR900RR.

The first combination features a bright blue fuel tank and upper cowl fading into a red lower fairing, with a sporty white seat cowl and tail. The second is a glistening solid black that fades to a deeply exciting matte metallic black.

Colours

- Moody Blue Metallic (with Sparkling Red and Ross White)
- Black (with Matte Cynos Grey Metallic)





NSR125R

Close-up

New Features

- New colour variations.

General Features

- The enormous 318mm floating front brake disc is gripped by a dual-piston calliper. This device, coupled with the bike's low weight (132kg) makes for a braking capacity worthy of a racing machine.
- The NSR's sports geometry lends it stability, driveability and agility.
- An aluminium frame contributes to the NSR125's remarkable rigidity and lowers the bike's centre of gravity to make it even more manoeuvrable.
- The highly sophisticated two stroke engine is smooth, thus facilitating urban use, but offers ample high-rev power, which lends it maximum efficiency when on the open road or race track.
- The engine draws its inspiration from the design used in the world speed championships and features, among other things, liquid cooling, a balancing rocker-arm, individual greasing points, electronic lights, direct inlet to the oil pan, an electronic exhaust valve, a Nickasil treated six-transfer cylinder and primary transmission via spur gears.
- The twin-headlight fairing has been designed to provide maximum protection and efficient CX.
- The filler cap is lockable.
- Electric starter, the use of noble metals (aluminium, magnesium, Nickasil, etc.), a neat fairing, and a highly advanced engine: the NSR is a must for anyone looking in this category.
- Comfort is not overlooked in the sports saddle, and there is even room for a pillion rider, who also benefits from a set of grab rails.
- The swing arm is reinforced for greater rigidity.
- The instrument panel is sports-styled but fully equipped and easy to read.
- Despite its sports allure, even learners will find the NSR easy to ride.
- The NSR125 R comes with a two year guarantee and has the benefit of the quality service of the Honda network.



NSR125R

Colour Overview

1993



NSR125R - 20004 - E



NSR125R

Colour Overview

1994



1995



NSR125R - 20005 - E



NSR125R

Colour Overview

1996



1997



NSR125R - 20006 - E



NSR125R

Colour Overview

1998



1999



NSR125R - 20007 - E



NSR125R

Specifications

Specifications

NSR125R (IT, IT II types)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	54 × 54.5mm
Displacement	124.8cm ³
Compression Ratio	6.8 : 1
Carburettor	28mm piston-valve type
Max. Power Output	IT-type 26.5PS/10,000rpm (DIN) (19.5kW/10,000min ⁻¹) IT II-type 11.4PS/7,000rpm (DIN) (8.4kW/7,000min ⁻¹)
Max. Torque	IT-type 1.95kg-m/9,500rpm (DIN) (19.1Nm/9,500min ⁻¹) IT II-type 1.17kg-m/7,000rpm (DIN) (11.5Nm/7,000min ⁻¹)
Ignition	Capacitor Discharge (CDI)
Starter	Electric
Transmission	6-speed
Final Drive	Roller chain
Dimensions (L×W×H)	2,010 × 670 × 1,065mm
Wheelbase	1,345mm
Seat Height	800mm
Ground Clearance	135mm
Fuel Capacity	13 litres (including 2.8-litre reserve)
Wheels	Front/Rear 6-spoke cast aluminium
Tyres	Front 100/80-17 52T Rear 130/70-17 62T
Suspension	Front 35mm telescopic fork, 118mm axle travel Rear Pro-Link swing arm, 125mm axle travel
Brakes	Front 318 × 4mm hydraulic disc with dual-piston calliper and resin mould pads Rear 220 × 4mm hydraulic disc with single-piston calliper and resin mould pads
Dry Weight	132kg

All specifications are provisional and subject to change without notice.