



CR500R

Colouring Concept

As Honda's open class powerhouse, the CR500R continues to rule the rough and tumble battlefields of the most challenging off-road circuits in the world with a breathtaking combination of wheel-lofting, big-bore power and solid, self-assured handling that gives those with the will to win the ideal weapon for all-out victory.

The year 2001 sees the CR500R tugging at its leash in an aggressive new fluorescent red, white and black colour scheme and all-new graphics

that really set this champion apart from the other also-rans in its league. With a long, black stripe stretching along its top from steering head to seat tail, and that unmistakable Honda logo emblazoned across its bright red radiator cowls for all to see, the CR500R shares close visual ties with American Honda's high-flying AMA Supercross Works racers, and the same spirit of conquest that will see it grabbing its fair share of gold and glory this year on race tracks around the world.

Colours

- Explosion Red (with White number plate and sidecovers)

New Features

- New handlebar grips feature a soft, micro-bump patterned upper surface and ribbed finger indents underneath for enhanced comfort and assured, non-slip grip.
- New colour scheme 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 slide (PJ27N)
Max. Power Output	47.5kW/6,000min ⁻¹
Max. Torque	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

Colouring Concept

Tuned up for another year of gold and glory, the legendary CR250R receives detailed improvements to its low-to-midrange power feel and handling that let it dig in deeper to tear past the competition in its all-out assault on the crowns of motocross racing.

The year 2001 sees the CR250R tugging at its leash in an aggressive new fluorescent red, white and black colour scheme and all-new graphics that really set this champion apart

from the other also-rans in its league. With a long, black stripe stretching along its top from steering head to seat tail, and that unmistakable Honda logo emblazoned across its bright red radiator cowls for all to see, the CR250R shares close visual ties with American Honda's high-flying AMA Supercross Works racers, and the same spirit of conquest that will see it grabbing its fair share of gold and glory this year on race tracks around the world.

Colours

- Explosion Red (with White number plate and sidecovers)





CR250R

Colouring Concept

New Features

Engine

- The CR250R's low-to-midrange engine response sees further improvements, with Works-based cylinder, port and chamber specifications adapted for stronger overall performance.
- New 38mm Mikuni TMX flat-slide carburettor, like that featured on the CR125R, delivers smoother and stronger overall power output.
- Carburettor insulator redesigned to best match new carburettor.
- New, straighter reed valve stopper provides stronger high-speed acceleration. Slight outward bend along leading edge of reed petals helps reduce breakage and extend operating life.
- New, Works-based digital map-type ignition features faster processing speeds for sharper response.
- Shape and material of clutch outer cage dampers changed for

smoother transfer of engine torque to reduce the shock of power shifts to the transmission and final drive while reducing the rear tyre's tendency to break traction.

Chassis

- Frame's engine head hanger shape modified for refined balance of rigidity and smoother handling.
- New, lighter weight aluminium steering head adjustment nuts replace steel parts used on current model.

Suspension and Brakes

- Outer tubes of 47mm inverted front fork extended by 7mm in length, above triple-clamp, to permit adaptation to new 20" tyres without affecting steering geometry.
- New, lower friction front fork oil seals and dust seals reduce stiction for smoother, more responsive operation.

- Fork spring characteristics modified for optimised balance of stability and riding feel.
- New rear damper features modified spring rate and new holes in damper piston that offer a wider surface area at the outer perimeter for smoother, more linear valve operation.
- New dual-piston front brake calliper features lighter weight aluminium pistons. Larger inner brake rotor cut-outs also contribute to reduced unsprung weight.

Equipment

- New drive chain features thinner plates made of new material for a 70g reduction in weight.
- New handlebar grips feature a soft, micro-bump patterned upper surface and ribbed finger indents underneath for enhanced comfort and assured, non-slip grip.
- 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	8.5 : 1
Carburettor	38mm Mikuni TMX flat slide (TMX11A)
Max. Power Output	43.4kW/8,000min ⁻¹
Max. Torque	51Nm/8,000min ⁻¹
Ignition	Capacitor discharge (CDI)
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, 318mm 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

Colouring Concept

The dynamic CR125R returns for 2001 to continue its domination of the class with an all-conquering combination of strong, responsive engine performance and quick, assured handling that gives its rider the confident control to win. With reworked engine and suspension components finely tuned to better lunge out of the corners, the new CR125R puts the competition on notice that they're going to be seeing a lot of Honda Red on the winners' podiums this season.

This year sees the CR125R tugging at its leash in an aggressive new fluorescent red, white and black colour scheme and all-new graphics that really set this champion apart from the other also-rans in its league. With a long, black stripe stretching along its top from steering head to seat tail, and that unmistakable Honda logo emblazoned across its bright red radiator cowls for all to see, the CR125R shares close visual ties with American Honda's high-flying AMA Supercross Works racers, and the same spirit of conquest that will see it grabbing its fair share of gold and glory this year on race tracks around the world.

Colours

- Explosion Red (with White number plate and sidecovers)





CR125R

Colouring Concept

New Features

Engine

- Refinements to cylinder port shapes and ignition timing combine to maximise the CR125's winning performance.
- Exhaust port and exhaust pipe flange both redesigned for smoother and straighter exhaust flow out of the cylinder. New precision die-cast flange combines with new high-temp rubber O-ring to eliminate step, improve seal and reduce internal turbulence.
- New carburettor insulator shape features more gradually tapered cross-section for smoother intake flow into crankcase and reduced turbulence for smoother, stronger low-to-midrange torque delivery.
- RC valve flap features new holes drilled through sides that initiate exhaust flow before valve fully opens to buffer the shock of the power boost that results from the valve opening. This small innovation provides stronger, more progressive low-end response.
- New 4-petal reed valve replaces earlier 6-petal configuration. New, flatter petal shape opens more progressively for enhanced low-to-midrange power delivery. Slight outward bend along leading edge of carbon fibre petals helps reduce breakage and extend operating life.

- Cylinder's booster port (nearest the carburettor) reshaped for increased surface area that provides stronger response.
- New aluminium ACG cover and redesigned spark plug wire boot combine to ensure better sealing against the elements.
- ACG flywheel redesigned for reduced magnet/coil frictional resistance and greater mass. Changes combine with modified ignition timing to improve the engine's feel of power and torque while providing quicker response.

Chassis

- Detailed improvements in the CR125R's unique aluminium dual spar frame realise further improvements in its balance of rigidity and control.
- New, lighter weight aluminium steering head adjustment nuts replace steel parts used on current model.

Suspension and Brakes

- Outer tubes of 46mm inverted front fork extended by 7mm in length, above triple-clamp, to permit adaptation to new 20" tyres without affecting steering geometry.
- New, more progressive Pro-Link rear suspension link ratio is slightly softer early in travel and

- stiffer approaching full compression, while maintaining essentially the same overall response curve. Rear cushion stroke has also been reduced 3mm, from 322.7 to 319.4mm.
- Settings for both front and rear suspension systems modified for optimised balance of performance.
- New dual-piston front brake calliper features lighter weight aluminium pistons. Larger inner brake rotor cut-outs also contribute to reduced unsprung weight.

Equipment

- New drive chain features thinner plates made of new material for a 70g reduction in weight. Rear wheel drive sprocket cut-outs also made larger for lighter weight.
- New handlebar grips feature a soft, micro-bump patterned upper surface and ribbed finger indents underneath for enhanced comfort and assured, non-slip grip.
- New colour scheme 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	8.75 : 1
Carburettor	36mm Mikuni TMX flat slide (TMX01B)
Max. Power Output	30.2kW/11,500min ⁻¹
Max. Torque	27Nm/11,000min ⁻¹
Ignition	Capacitor discharge (CDI)
Starter	Primary kick
Transmission	5-speed
Final Drive	Roller chain
Dimensions (L×W×H)	2,173 × 823 × 1,271mm
Wheelbase	1,471mm
Seat Height	936mm
Ground Clearance	332mm
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, 319mm 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

Colouring Concept

The CR80R and CR80R2 may be the two smallest fighters in Honda's winning stable of CR champions, but they deliver all the same big-time performance of their larger siblings. Specially designed with pro-class engines and chassis to give younger riders a confident and capable first step into the exciting world of motocross competition, these two mini-racers put the accent on enjoyment while bringing the thrill of victory within easy reach.

The year 2001 sees the CR80R and CR80R2 tugging at their leashes in an aggressive new fluorescent red, white and black colour scheme and

all-new graphics that really set these champions apart from the other also-rans in their league. With a long, black stripe stretching along the top from steering head to seat tail, and that unmistakable Honda logo emblazoned across their bright red radiator cowls for all to see, these two little CRs shares close visual ties with American Honda's high-flying AMA Supercross Works racers, and the same spirit of conquest that will see them grabbing their fair share of gold and glory this year on race tracks around the world.

Colours

- Explosion Red (with White number plate and sidecovers)

New Features

- Displacement increased to 82.9cc with 1mm larger bore to meet new FIM rule change.
- New handlebar grips feature a soft, micro-bump patterned upper surface and ribbed finger indents underneath for enhanced comfort and assured, non-slip grip.
- New colour scheme and graphics.





CR80R / CR80R2

Specifications

Specifications

CR80R / CR80R2 (ED-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	47 × 47.8mm
Displacement	82.9cm ³
Compression Ratio	8.4 : 1
Carburettor	28mm piston valve type (PE68D)
Max. Power Output	19.8kW/12,500min ⁻¹
Max. Torque	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, 246mm (*243mm) axle travel Rear Pro-Link with adjustable compression/rebound damping, 275mm (*292mm) 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)

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