



# X8R-X (Cross Sport)

## Colouring Concept

As Honda's avatar of outrageous fun and youthful exuberance, the X8R-X Cross Sport breaks through the mundane monotony of the day with a flamboyant sense of style that's boldly expressed by its big 'Kabuki Eye' dual headlights, sharply aggressive bodywork and the same unique cast aluminium monocoque frame featured on its more 'civilised' sibling, the X8R-S Super Sport. Built for all-day and all-night fun, the Cross Sport's wildly painted graphics, two-tone seat, raised front fender and off-road patterned tyres let the world know that this little hot rod likes its fun in the dirt, as well. Its catalyser-equipped exhaust system also makes sure the X8R-X meets Europe's EURO-1 emissions regulations with a sharp reduction in polluting exhaust emissions that keep

it friendly to the environment...and city noses.

The X8R-X Cross Sport's three exciting colour variations all carry over from the previous year with a wild graphic scheme to jolt sensibilities. Taking the lead is a loud black and yellow variation that accentuates the Cross Sport's unique lines with a sassy sense of extravagant style. Close on its tail is a brisk black and red combination that just doesn't seem to want to stand still. And last, a two-tone metallic blue brightens the day with the hues of beach and sky. All variations feature silver-coloured wheels and a natural aluminium finish on the X8R-X's exposed cast frame and rear carrier rack.

### Colours

- Black (with Moon Yellow)
- Black (with Sparkling Red)
- Ultimate Blue Metallic (with Winter Lake Blue Metallic)





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## Specifications

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### X8R-X (Cross Sport) (IT-, F-, SP-, E-, PO-, 2PO-, B-, G-, H-, SW- types) (95/1/EC-values)

Engine	Air-cooled 2-stroke single
Bore × Stroke	39 × 41.4mm
Displacement	49.4cm <sup>3</sup>
Compression Ratio	7 : 1
Carburettor	12mm piston-valve type
Max. Power Output	IT-type 1.5kW/6,250min <sup>-1</sup> F-type 2.9kW/7,000min <sup>-1</sup> SP-type 4.15kW/7,250min <sup>-1</sup> E-type 2.8kW/7,000min <sup>-1</sup> PO-type 3.1kW/7,000min <sup>-1</sup> 2PO-type 3.3kW/6,000min <sup>-1</sup> B-type 3.1kW/7,000min <sup>-1</sup> G-type 2.8kW/6,750min <sup>-1</sup> H-type 1.6kW/6,500min <sup>-1</sup> SW-type 1.75kW/6,250min <sup>-1</sup>
Max. Torque	IT-type 2.4Nm/4,000min <sup>-1</sup> F-type 4.1Nm/6,500min <sup>-1</sup> SP-type 5.5Nm/7,000min <sup>-1</sup> E-type 4Nm/6,500min <sup>-1</sup> PO-type 4.35Nm/6,500min <sup>-1</sup> 2PO-type 3.4Nm/6,500min <sup>-1</sup> B-type 4.4Nm/6,500min <sup>-1</sup> G-type 4Nm/6,500min <sup>-1</sup> H-type 2.75Nm/4,000min <sup>-1</sup> SW-type 2.85Nm/4,000min <sup>-1</sup>
Ignition	Capacitor Discharge (CDI)
Starter	Electric/Kick
Transmission	V-Matic
Dimensions	(L×W×H) 1,875 × 705 × 1,165mm G-, SW-types 1,895 × 705 × 1,165mm
Wheelbase	1,265mm
Seat Height	820mm
Ground Clearance	130mm
Fuel Capacity	6 litres
Wheels	Front 12 × MT3.00 'U'-section 6-spoke cast aluminium alloy Rear 12 × MT3.00 'U'-section 5-spoke cast aluminium alloy
Tyres	Front/Rear 120/80-12 (tubeless)
Suspension	Front 31mm hydraulic telescopic fork, 100mm axle travel Rear Unit swingarm, 90mm axle travel
Brakes	Front 220mm hydraulic disc with opposed dual-piston calliper Rear 190mm hydraulic disc with opposed dual-piston calliper
Dry Weight	91kg G-, SW-types 92kg