

# **2003 CR250R PRESS INFORMATION**

A force to be reckoned with in FIM World Motocross competition, and the new 2002 AMA Supercross champion, Honda's mighty CR250R has been carving a place for itself in the winners' circles of closed off-road circuits around the world. Featuring the most advanced Works technology, as visible in its innovative aluminium twin-spar frame and digital servo-controlled RC valve engine, the CR250R takes off-road competition to breathtaking new levels of excitement while providing confidently easy control that makes any up-and-coming rider and racer feel the fire of champion's blood coursing through his veins.

## **Colours**

- Explosion Red (with White number plate and sidecovers)

# New Features

## Engine

- Newly developed 8-petal reed valve replaces earlier 4-petal type. Smaller petals and more perpendicular arrangement relative to cylinder wall realise quicker, yet more linear response.
- Modified intake port smoothes intake flow into crankcase for sharper, smoother response.
- Thoroughly redesigned RC valve minimises air space behind valve to reduce power-robbing turbulence in the exhaust port for smoother, more responsive high-speed performance and maximised top-to-over-rev power output. RC valve timing also changed.
- Width of cylinder-side pillar between exhaust ports increased to reduce clearance between moving RC valve flap and port, resulting in smoother and stronger low-to-midrange performance.
- Expansion chamber's exhaust port joint modified to match new engine characteristics.
- Cylinder stud bolts feature new plating/coating process for improved corrosion resistance.
- All-new expansion chamber redesigned in response to feedback from Works racers.
- Rear finisher collar on silencer removed to best match balance of chamber and engine performance.
- ACG mass increased 12.5% for improved throttle linearity.

## Chassis

- Third-generation twin-spar aluminium frame features taller swingarm pivot plates and thinner frame spars to create a narrower overall frame cross-section.

Together with sub-frame assembly, rider comfort and manoeuvrability were improved and frame weight reduced.

- Smaller-area reinforcement patch over twin-spar aluminium frame's front crossbar results in reduced rigidity and more comfortable control. Rear upper damper mount also strengthened for optimum rideability and comfort.
- Cylinder head hanger bracket modified for increased compliance and enhanced rideability.
- Larger sidecover air intake ducts and added ports improve intake airflow to aircleaner.
- New aircleaner box features two new filter struts for extra rigidity and strength to minimise filter movement.
- Intake airflow from aircleaner, through carburettor to cylinder straightened for stronger low-end torque and engine performance.
- New foam gasket and reinforcement plate between air box and funnel improve sealing to better shut dust out of the air intake.

### **Suspension and Brakes**

- Front fork compression valve modified with Works-based design for reduced pitching characteristics while maintaining smooth, compliant operation and optimum rideability.
- Rear damper features more rugged damper rod surface plating to minimise the chance of damage to both rod and seal. Damper valve also seals better, providing smoother operation. Pro-Link system spring rate also increased slightly.

## Specifications

## CR250R (ED-type)

### Engine

Type	Liquid-cooled 2-stroke single
Displacement	249.3cm <sup>3</sup>
Bore x Stroke	66.4 x 72mm
Compression Ratio	8.5 : 1
Carburettor	38mm Mikuni TMX flat slide (TMX11C)
Ignition	Digital electronic with 3-D mapping and electronic advance
Starter	Primary kick
Max. Power Output	43.4kW/8,500min <sup>-1</sup> (DIN)
Max. Torque	51Nm/8,000min <sup>-1</sup> (DIN)

### Drivetrain

Transmission	5-speed
Primary Reduction	3.000
Gear Ratios	1 1.800
	2 1.470
	3 1.210
	4 1.000
	5 0.869
Final Reduction	3.692
Final Drive	#520 roller chain; 13T/48T

## **Chassis**

Frame	Aluminium twin-spar; semi-double cradle
Dimensions (LxWxH)	2,190 x 824 x 1,269mm
Wheelbase	1,491mm
Caster Angle	26° 42'
Trail	106.7mm
Seat Height	950mm
Ground Clearance	346mm
Fuel Capacity	7.7 litres
Dry Weight	96.5kg
Kerb Weight	104.7kg

## **Suspension and Brakes**

Suspension	Front	47mm Showa inverted leading-axle twin-chamber cartridge-type telescopic fork with 16-step adjustable compression and rebound damping; 315mm axle travel
	Rear	Pro-Link with Showa single damper, adjustable low-speed (13-step) and high-speed (3.5-turn) compression and 17-step rebound damping; 319mm axle travel
Wheels	Front	21 x 1.60 aluminium rim/wire spoke
	Rear	19 x 2.15 aluminium rim/wire spoke
Tyres	Front	80/100-21 51M
	Rear	110/90-19 62M
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

All specifications are provisional and subject to change without notice.