

# **2003 CR85R/CR85R2 PRESS INFORMATION**

All-new for 2003, the CR85R and its larger-wheeled twin, the CR85R2, feature a bump in displacement to 85cc that corresponds to new changes in FIM racing regulations. They also stand out on the track with a dynamic new look that carries the aggressive design of their larger displacement siblings to the entry-level training ground of the world's future motocross champions. And with two wheel sizes to choose from, kids of all ages can enjoy the thrills and excitement of motocross racing with a strong, yet confidence-inspiring first step on the way to big time, high-flying racing enjoyment.

## **Colours**

- Explosion Red (with White number plate and sidecovers)

# New Features

## Styling

- All-new, more strikingly aggressive design of shrouds, fuel tank and sidecovers now duplicates the winning Honda Works racer look of the bigger models in the CR lineup.
- Riding position fine-tuned for easier handling and more confident overall control.
- Changes in design also realise improvements in long-term durability, for stronger performance even when ridden by larger riders.
- New Honda Works racing-inspired colours and graphics.

## Engine

- In line with new 2003 FIM racing regulations, which permit a maximum displacement 85cc (was 83cc), bore size increased 0.5mm to 47.5mm for stronger power output and enhanced riding ease.
- New power output curve features stronger, wider surge of mid- to high-end power for more effective performance throughout the rev range.
- New hardening treatment for 3<sup>rd</sup> gear main and countershaft gears, and wider teeth for main 5<sup>th</sup> gear combine to assure greater transmission durability to stand up to the abuse of racing.

## Suspension and Brakes

- Inverted front fork and Pro-Link rear damper modified for enhanced damping characteristics and a smoother ride.
- Front fork inner tube features new vertical microline buff finish for reduced stiction and smoother, more compliant handling.
- Rear Pro-Link ratio fine-tuned for more progressive response.
- New front brake pads provide improved response to best match

increased performance.

- Rear sprocket on larger-wheeled CR85R2 increased in size from 55 to 56t for sharper, stronger acceleration.

## Specifications

## CR85R/\*CR85R2 (ED-type)

### Engine

Type	Liquid-cooled 2-stroke single
Displacement	84.7cm <sup>3</sup>
Bore x Stroke	47.5 x 47.8mm
Compression Ratio	8.4 : 1
Carburettor	28mm Keihin PE piston valve type (PE68E)
Ignition	Capacitor discharge (CDI)
Starter	Primary kick
Max. Power Output	19.2kW/12,000min <sup>-1</sup> (DIN)
Max. Torque	14.9Nm/11,500min <sup>-1</sup> (DIN)

### Drivetrain

Transmission	6-speed
Primary Reduction	4.117
Gear Ratios	1 2.333
	2 1.727
	3 1.400
	4 1.174
	5 1.000
	6 0.885
Final Reduction	3.333 (*3.733)
Final Drive	#420 roller chain; 15T/50T (*15T/56T)

## Chassis

Frame	Semi-double cradle steel tube
Dimensions (L×W×H)	1,812 × 772 × 1,125mm (*1,899 × 772 × 1,167mm)
Wheelbase	1,249mm (*1,285mm)
Caster Angle	27° 13' (*27° 11')
Trail	79mm (*91mm)
Seat Height	827mm (*868mm)
Ground Clearance	315mm (*356mm)
Fuel Capacity	5.3 litres
Dry Weight	66kg (*68kg)
Kerb Weight	71.7kg (*73.7kg)

## Suspension and Brakes

Suspension	Front	37mm Showa inverted leading-axle telescopic fork with adjustable compression/rebound damping; 275mm (*275mm) axle travel
	Rear	Pro-Link with Showa single damper, adjustable compression/rebound damping; 273mm (*290.5mm) axle travel
Wheels	Front	17 x 1.40 (*19 x 1.40) aluminium rim/wire spoke
	Rear	14 x 1.60 (*16 x 1.85) aluminium rim/wire spoke
Tyres	Front	70/100-17 40M (*70/100-19 42M)
	Rear	90/100-14 49M (*90/100-16 52M)
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

All specifications are provisional and subject to change without notice.