

2004 CR125R PRESS INFORMATION

An established master of the performance arts, the light and agile CR125R has been a leading player on the world's motocross racing stages for years now. Returning for 2004 with a new bag of tricks, including a more versatile and linear 2-stroke power delivery and fancy footwork that dances circles around the competition, the CR125R puts on a high-flying, mudslinging show that really commands the spotlight. If you've got your heart set on taking a bow on the podium when the curtain falls, the CR125R has what it takes to get you there.

Colours

- Explosion Red (with White number plate and sidecovers)

Features and Benefits

New Features

- New electronic power valve for optimum valve timing and improved power throughout the range.
- TMX 38 carburettor features new Throttle Position Sensor (TPS) for improved linear throttle response.
- New engine cases improve mixture flow for improved bottom-end power.
- New piston shape improves power output throughout the rev range.
- New Renthal Bars (971 Bend).
- New clutch lever with quick adjuster.
- New seat cover with large grip bumps for increased rider control.
- New footpegs for less mud build-up.
- New Dunlop 742 front and 756 rear tires for optimum traction and cornering.

Engine/Drivetrain

- Liquid-cooled two-stroke single-cylinder engine with 54mm x 54.5mm bore and stroke and 7.8 : 1 compression ratio.
- NiCaSil-plated cylinder reduces friction and heat to improve overall performance.
- Piston ring grooves anodised for added durability.
- Air intake boot shaped for more direct airflow and better low-speed engine performance.
- Foam gasket between airbox and air boot ensure better sealing and airflow management.
- 38mm Mikuni TMX-X carburettor with Throttle Position Sensor (TPS).
- Carbon-fibre four-petal reed valve with sub reeds designed for better top-end and low-end power.
- Exhaust port reshaped for improved top-end and over-rev power delivery.
- RC-style exhaust valve features NSR road racer-inspired rotary flap design that provides a smooth power transition between low- and mid-range engine speeds. Exhaust valve flap features more overlap to minimise exhaust gas leakage between flap and cylinder.
- Oval-shaped exhaust flange bore shape improves midrange and top-end power delivery.
- Exhaust header designed to improve low-end and over-rev power delivery, while expansion chamber design enhances engine's power output and delivery.

- ACG features four-pole design for a high-voltage spark throughout the rev range with low magnetic drag, thus permitting a freer revving engine.
- Ignition CPU's 16-bit processor produces instant data calculation and highly accurate ignition timing for the solid-state digital ignition.
- Eight-plate clutch provides significant surface area to handle the engine's torque. Clutch springs provide a light feel at the lever.
- Clutch damper design enhances reliability.
- Dual radiators permit forward engine placement and provide significant cooling capacity.
- Steel water-pump gear and steel kickstarter-shaft collar enhance reliability.
- Final-drive gearing complements the engine's power characteristics with 13T/51T ratio.
- Primary kickstarting system permits starting in any gear.

Chassis/Suspension

- Third-generation twin-spar aluminium frame has taller swingarm pivot plates and thinner frame spars to create a narrower overall frame cross-section. Reduced frame weight complements enhanced rider comfort and manoeuvrability.
- Semi-double-cradle design features a single, large-diameter tapered downtube. Two rugged box-section rails attach to lower end of downtube to support the engine. A forged aluminium steering head provides a compact and extremely durable mount for the frame spars and engine downtube.
- Swingarm features dual-axis, double-taper design with large cast aluminium cross-member.
- Front and rear wheels feature HRC Works-type lightweight aluminium spoke nipples for an important contribution to reduced unsprung weight.
- Front wheel features large-diameter front axle and wide wheel-bearing span for additional rigidity.
- Optional 20-inch front wheel improves cornering traction and rider comfort.
- Rear axle diameter of 25mm and large-diameter bearings provide significant rigidity to withstand torturous track conditions.
- Inverted Kayaba fork features a cartridge-type design and a unique rubber bladder lining inside the base of each fork leg to minimise aeration-induced damping force losses. Inner surface of fork's outer tubes is honed to retain a thin coating of lubricating oil to reduce friction with fork bushings.

- Pro-Link single-shock rear suspension system features fully adjustable Kayaba rear shock with 317.5mm of travel, separate low-speed (18 step) and high-speed (2 turns) compression damping adjusters and 30-step rebound damping. Adjusters are concentrically mounted, with a screw inside a nut.
- Large, 240mm front and rear brake rotors to provide optimum braking control.
- Compact dual-piston front brake calliper, anodised aluminium brake pistons and lightweight front brake rotor reduce unsprung weight for improved turning and handling.
- Lightweight HRC works-type rear brake system.

Additional Features

- Frame design allows larger air-intake ducts in sidecovers, contributing to significantly improved airflow in the mid- and upper-rpm range.
- Seat cushion uses multi-density foam construction and follows the shape of the fuel tank, providing a smooth transition to increase rider mobility and comfort.
- Brake pedal and shift lever are designed to fit improved riding position.
- Wide, cleated stainless steel footpegs are self-cleaning, resist corrosion, provide excellent grip and fold for extra ground clearance.
- Cleated rear brake pedal, shift lever and folding shift lever tip all made of lightweight aluminium.
- Adjustable front brake lever for optimum control.
- Handlebar rubber-mounted for reduced rider fatigue and improved comfort.
- CR handlebar holders provide three different mounting positions: standard CR125R holder provides a 3mm rearward set and can be rotated 180 degrees to position handlebar 6mm forward. Optional holders (CR250R-type) provide neutral position to match rider preference.
- Works-type handlebar grips add to rider comfort.
- Front disc brake cover helps protect rotor and calliper from damage.
- Removable rear sub-frame allows easy maintenance.
- Washable, two-stage foam air filter for optimal engine protection and easy maintenance.
- Repackable silencer for maximum performance and minimal noise.
- Stainless steel clutch cable for long life.

Specifications**CR125R (ED-type)****Engine**

Type	Liquid-cooled 2-stroke single
Displacement	124.8cm ³
Bore x Stroke	54 x 54.5mm
Compression Ratio	9.1 : 1
Max. Power Output	30.5kW/11,500min ⁻¹ (95/1/EC)
Max. Torque	20.3Nm/10,000min ⁻¹ (95/1/EC)
Carburation	38mm Mikuni TMX _x flat slide carburettor with Throttle Position Sensor (TPS)
Ignition System	Digital electronic with 3-D mapping and electronic advance
Starter	Primary kick

Drivetrain

Transmission	5-speed
Primary Reduction	3.150 (63/20)
Gear Ratios	1 2.308 (30/13) 2 1.867 (28/15) 3 1.529 (26/17) 4 1.294 (22/17) 5 1.130 (26/23)
Final Reduction	4.077 (53/13)
Final Drive	#520 roller chain

Chassis

Frame	Semi-double cradle; aluminium twin-spar
Dimensions (LxWxH)	2,157 x 821 x 1,280mm
Wheelbase	1,466mm
Caster Angle	25° 48'
Trail	100mm
Seat Height	952mm
Ground Clearance	349mm
Fuel Tank Capacity	7.7 litres
Dry Weight	87.5kg
Kerb Weight	98.2kg

Suspension

Type	Front 46mm Kayaba inverted leading-axle twin-chamber cartridge-type telescopic fork with 20-step adjustable compression and 18-step rebound damping; 305mm axle travel
	Rear Pro-Link with Kayaba single damper, adjustable low-speed (18-step) & high-speed (2-turn) compression and 30-step rebound damping; 325mm axle travel

Wheels

Type	Aluminium rim/wire spoke
Rim Size	Front 21 x 1.60
	Rear 19 x 1.85
Tyre Size	Front 80/100-21 51M
	Rear 100/90-19 57M

Brakes

Type	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.