

2006 CR250R PRESS INFORMATION

The new CR250R maintains its control of the winner's podium with refinements to its engine and chassis componentry that keep it running at the head of the pack and flying with the champions of the world for yet another dominating season.

Colours

- Extreme Red (with White number plate and sidecovers)

Features and Benefits

Engine/Drivetrain

- Liquid-cooled two-stroke single-cylinder engine with 66.4 × 72mm bore and stroke and 9 : 1 compression ratio.
- Precision-cut stainless steel cylinder base gasket and optimised port timing for awesome bottom-end and midrange power.
- Cylinder head combustion chamber shape ensures excellent bottom-end and midrange power.
- Piston dome shaped for improved intake charge flow.
- Piston features single keystone piston ring for reduced friction and best sealing.
- Crankshaft design enhances driveability.
- Crankcase intake and scavenging ports designed for smoother air flow, while crank journal thickness ensures reduced crank deflection.
- Crankcase reed induction with carbon fibre six -petal reed valve contributes to excellent off-idle throttle response, and top-end and over-rev power delivery.
- Six-petal reed valve mounting angle maximises charge flow and top-end power.
- Air intake boot shaped for more direct airflow, contributing to stronger low-speed engine performance.
- Foam gasket between airbox and air boot for better sealing and airflow management.
- Lightweight 38mm flat-slide Mikuni TMX carburettor provides both initial throttle crispness and instant throttle response to complement the engine's power character. Carburettor now has Throttle Position Sensor (TPS) to calibrate timing with exhaust valve for improved power delivery.
- Carburettor settings tuned for best match of power characteristics.
- Cylinder design features RC exhaust valve housed in removable case for sure sealing and top performance.
- One-piece exhaust valve provides improved sealing.

- A 16-bit CPU incorporates both the DC Capacitor Discharge ignition and exhaust valve servo control, producing instantaneous data calculation and extremely accurate ignition and exhaust valve timing for maximum performance.
- ECU mapping and RC valve control settings optimally matched to engine power characteristics.
- RC-style exhaust valve features a new rotary flap design with electronic control. The electronic control module uses engine rpm and throttle (TPS) opening to calculate exhaust valve position and signal a DC servo motor to adjust the RC valve, providing both a smooth transition from low- to midrange rpm and a broader torque curve.
- Eight-plate clutch provides significant surface area to handle the engine's torque while carefully matched clutch springs provide a light feel at the lever.
- Clutch damper design improves rear suspension feel and action while accelerating over bumps.
- Lightweight magnesium clutch cover.
- Durable 5-speed close-ratio transmission offers consistent performance in demanding racetrack conditions.
- Shift fork shaft, shift forks and shift drum ensure smooth shifting performance.
- Primary kickstarting system allows starting in any gear.
- Exhaust header and expansion chamber are designed to maximise top-end power delivery.
- Exhaust pipe shape features optimised volume for improved low- to midrange power.
- Dual radiators permit forward engine placement while providing significant cooling capacity.
- 28mm radiator core ensures optimum cooling capacity for engine's power.
- Steel water-pump gear for excellent reliability.

Chassis/Suspension

- Revised suspension settings deliver more controlled suspension action along with a plusher ride.

- Third-generation twin-spar aluminium frame delivers superior rider comfort and manoeuvrability.
- Semi-double-cradle design features a single large-diameter, tapered down-tube. Two rugged box-section rails attach to the base of the down-tube and support the engine. A forged aluminium steering head provides a compact and extremely durable mount for the frame spars and engine down-tube.
- Lightweight, 47mm inverted Showa twin-chamber cartridge-type fork with aluminium damper rods features 315mm of travel, 16-step rebound damping adjustability and 16-step compression damping adjustability. The inner surface of the front fork outer tubes receives the same honing treatment as Honda's Works bikes for low-friction operation.
- Swingarm features a dual-axis, double-taper design with a large cast aluminium cross member that is lighter weight and stronger.
- Pro-Link rear suspension system features a single, fully adjustable Showa rear damper and 316mm of wheel travel, separate low-speed (13-step) and high-speed (3.5 turns) compression damping adjusters, and 17-step adjustable rebound damping.
- Large 50mm rear damper piston diameter provides consistent performance under demanding riding conditions.
- Front and rear wheels feature lightweight HRC Works-type aluminium spoke nipples to help reduce unsprung weight.
- Front wheel features large-diameter front axle and wide wheel bearing span for additional rigidity.
- Optional 20" front wheel improves cornering traction and rider comfort.
- Rear axle diameter of 25mm and large-diameter bearings provide optimum rigidity and strength to withstand torturous track conditions.
- Large, 240mm front and rear brake rotors stopped by a compact and highly responsive dual-piston front brake calliper with anodised aluminium pistons and lightweight single-piston rear calliper for optimum braking control.
- HRC Works-type rear brake system integrates the rear master cylinder and fluid reservoir, eliminating the rear master cylinder reservoir and hose.

Additional Features

- Carefully developed ergonomics position the rider's legs at the narrowest cross-section of the frame for improved comfort while maintaining excellent handling feel.
- Brake pedal and shift lever are designed to complement the riding position.
- Brake pedal features optimised ratio to match integrated rear brake master cylinder design.
- Seat cushion follows the shape of the fuel tank, providing a smooth transition to increase rider mobility and comfort.
- 'Non-slip' seat cover for increased rider control.
- Wide, cleated stainless steel footpegs are improved for self-cleaning, corrosion resistance, provide excellent grip and fold for extra ground clearance.
- Cleated rear brake pedal, shift lever and folding shift lever tip are made of lightweight aluminium.
- Adjustable front brake lever for maximum control.
- Quick-adjust clutch perch.
- Dunlop D742 front and D756 rear tyres for optimum traction and cornering.
- CR handlebar holders provide three different mounting positions: standard CR250R holder provides neutral position and optional holder (CRF450R/CR125R/CRF250R-type) provides +/-3mm fore or aft offset position to match rider preference.
- Aluminium Renthal 971 bend handlebar.
- 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.
- Comfortable, durable controls and high-quality fasteners.

- Stainless steel clutch cable for long life.
- New Honda Racing-inspired graphics.

Specifications**CR250R (ED-type)****Engine**

| | |
|-------------------|---|
| Type | Liquid-cooled 2-stroke single |
| Displacement | 249.3cm ³ |
| Bore x Stroke | 66.4 x 72mm |
| Compression Ratio | 9 : 1 |
| Max. Power Output | 43.6kW/8,000min ⁻¹ (95/1/EC) |
| Max. Torque | 54.5Nm/8,000min ⁻¹ (95/1/EC) |

Fuel System

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|--------------------|--|
| Carburation | 38mm Mikuni TMX flat-slide carburettor with Throttle Position Sensor (TPS) |
| Fuel Tank Capacity | 7.6 litres |

Electrical System

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|-----------------|--|
| Ignition System | Digital electronic with 3-D mapping and electronic advance |
| Starter | Primary kick |

Drivetrain

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|-------------------|---|
| Transmission | 5-speed |
| Primary Reduction | 3.000 (63/21) |
| Gear Ratios | 1 1.800 (27/15) 2 1.470 (25/17) 3 1.210 (23/19) 4 1.000 (21/21) 5 0.869 (20/23) |
| Final Reduction | 3.769 (49/13) |
| Final Drive | #520 roller chain |

Frame

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|------|---|
| Type | Semi-double cradle; aluminium twin-spar |
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Chassis

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|------------------|-------------------------------|
| Dimensions | (LxWxH) 2,185 x 821 x 1,275mm |
| Wheelbase | 1,487mm |
| Caster Angle | 27°08' |
| Trail | 111.7mm |
| Seat Height | 950mm |
| Ground Clearance | 347mm |

Dry Weight 96.7kg

Kerb Weight 104.8kg

Suspension

Type 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) & high-speed (3.5-turn) compression and 17-step rebound damping; 316mm axle travel

Wheels

Type Front Aluminium rim/wire spoke

Rear Aluminium rim/wire spoke

Rim Size Front 21 x 1.60

Rear 19 x 2.15

Tyres Front 80/100-21 51M

Rear 110/90-19 62M

Brakes

Type Front 240 x 3mm hydraulic disc with dual-piston calliper and sintered metal pads

Rear 240 x 4mm hydraulic disc with single-piston calliper and sintered metal pads

All specifications are provisional and subject to change without notice.