

CBR125R

2008 Press Information



Introduction

Racy lines and exhilarating performance. The thrilling CBR125R has everything you need for maximised riding fun that keeps your excitement level running high as you gradually stretch your limits. Always fun to ride, and a real performer when called on to pick up the pace, the light and nimble CBR125R makes any young, new rider or seasoned veteran feel like a knee-dragging champion of the road racing circuits. So, what are you waiting for? Climb on and experience the thrill of CBR excitement every time you ride.

- Sleek full-coverage bodywork with aggressive racer-replica styling.
- Liquid-cooled, fuel-injected 4-stroke engine starts instantly at the touch of a button, revving quickly up to speed with strong and smooth acceleration.
- HECS3 oxygen-sensing catalytic exhaust gas converter system minimises emissions of harmful exhaust gases to ensure full compliance with strict EURO-3 emissions regulations.
- Slim twin-spar frame with Monoshock rear suspension for quick and responsive handling.
- Powerful front and rear disc brakes offer easy, responsive control for confident cornering speeds.
- Dual Line Beam headlights show strong visual ties to the bigger CBRs in Honda's sportbike family.

Colours

- Millennium Red (with Graphite Black)
- Candy Tahitian Blue (with Pearl Sunbeam White)
- Graphite Black (with Heavy Grey Metallic)
- Ross White (with Achilles Black Metallic)



Specifications

General	
Model	CBR125R
Mold Type	ED-type
Engine	
Type	Liquid-cooled 4-stroke 2-valve SOHC single
Displacement	124.7cm ³
Bore x Stroke	58 x 47.2mm
Compression Ratio	11 : 1
Max. Power Output	10kW / 10,000min ⁻¹ (95/1/EC)
Max. Torque	10.6Nm / 8,250min ⁻¹ (95/1/EC)
Idling Speed	1,450min ⁻¹
Oil Capacity	1.3 litres
Fuel System	
Carburation	PGM-FI electronic fuel injection
Throttle Bore	30mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	10 litres
Electrical System	
Ignition System	Fully transistorised with electronic advance
Ignition Timing	8° BTDC (idle) ~ 32° BTDC (6,500min ⁻¹)
Sparkplug Type	CR8E (NGK); U24ESR-N (DENSO)
Starter	Electric
Battery Capacity	12V / 6AH
ACG Output	290W
Headlights	12V, 55W x 1 (low) / 55W x 1 (high)
Drivetrain	
Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission	6-speed
Primary Reduction	3.350 (67/20)
Gear Ratios	3.454 (38/11)
	2 1.941 (33/17)
	3 1.450 (29/20)
	4 1.173 (27/23)
	5 1.041 (25/24)
	6 0.923 (24/26)
Final Reduction	2.800 (42/15)
Final Drive	O-ring sealed chain
Frame	
Type	Diamond; steel twin-spar

Chassis		
Dimensions		1,920 x 675 x 1,070mm
Wheelbase		1,294mm
Caster Angle		25°
Trail		88mm
Turning Radius		2.5m
Seat Height		776mm
Ground Clearance		172mm
Kerb Weight		127.3kg (F: 61.4kg; R: 65.9kg)
Max. Carrying Capacity		180kg
Loaded Weight		307.3kg (F: 148.1kg; R: 159.2kg)
Suspension		
Type	Front	31mm telescopic fork, 109mm axle travel
	Rear	Monoshock damper, 120 mm axle travel
Wheels		
Type	Front	U-section 6-spoke cast aluminium
	Rear	U-section 6-spoke cast aluminium
Rim Size	Front	17M/C x MT1.85
	Rear	17M/C x MT2.15
Tyre Size	Front	80/90 17M/C (44P)
	Rear	100/80 17M/C (52P)
Tyre Pressure	Front	200kPa
	Rear	225kPa
Brakes		
Type	Front	276 x 4mm hydraulic disc with dual-piston calliper and resin mould pads
	Rear	220 x 4mm hydraulic disc with single-piston calliper and resin mould pads