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June 2016 Learn how and when to remove this template message The CR60R had a liquidcooled twocycle engine engine, and featured the ProLink rear suspension system. It was changed in 2003 to the Honda CR85R and subsequently to the Honda CRF150. Several changes were made throughout the years from being aircooled to watercooled and The CR80R Expert started production in 1996. It

had a twostroke engine and was one of the first of its class, and set the standard for twostroke motorcycle development. In 1974 and 1975, the CR250M design changed little. Many riders advised Honda to change the frame to something stronger; but successful riders who were sponsored by Honda such as Jeremy McGrath and Ronnie Mac only the screaming eagle preferred the old stiff weak frame. In 1997, the aluminum frame was introduced. Many racers liked this frame but the bike was not selling to casual desert riders, so Honda undertook a redesign and in 2000 introduced an improved aluminum frame. In 2002, the only real change was the bike was made way faster and lighter and the electronic power valve and third generation aluminum frame. The CR450R had an aircooled twocycle engine engine with a 4 speed transmission, and featured the ProLink rear suspension system. The CR480R had an aircooled twocycle engine engine with a 4 speed transmission, and featured the ProLink rear suspension system. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The CR500 was discontinued in 2001, and replaced by the fourstroke CRF450. Although the CRF450 was slightly heavier than the CR500 it had a modern twinspar aluminium frame. Retrieved 20160414. By using this site, you agree to the Terms of Use and Privacy Policy. Advanced Gday Sign in to bid or buy eBay Deals Coles on eBay Help Sell Watch List Expand Watch list Loading. Honda CBR Motorcycle Repair Manu. Honda XR Motorcycle Repair Manua. Honda Motorcycle Manuals and Lit.

Honda Motorcycle Manuals and Lit. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. They went from awesome to mediocre in the span of three seasons. True, powerband tastes have changed, with the incredible YZ125 setting a standard for powerband width that no other manufacturer has been able to match, but that said, the CR125's previous prowess was always in the upper ranges from mid and up. That high rpm shriek has been lost to a host of unexpected spinoffs of the Delta Box frame air boot crimping, airbox shape and pipe routing. For '99 Honda hoped to, at the very least, regain what they lost in '98. In a competitive world the answer to a closedend question is often disappointing. While not slow, the CR125 doesn't have the combination of breadth, ponies and duration to earn the accolade of "fast." Here are a few facts Engine Watercooled, 125cc, twostroke, reedvalved engine. Bore and stroke 54mm by 54.5mm Transmission Fivespeed, wet clutch. Suspension 12.1inch Kayaba 46mm upsidedown forks and 12.6inch Kayaba shock with 20 rebound clicks and 18 compression clicks. They went from awesome to mediocre in the span of three seasons. It's an old design, with elements of the engine dating back to the Johnny O days, and it has been tweaked, finetuned and fiddled with to the nth degree. In the hands of the race team it can still rip, but off the assembly line it has limitations. Here is the short list of what Honda's engineers modified for '99. The snappier opening of carbon reeds normally improves mid and up power. 2 Last year the CR125 suffered a plethora of jetting woes. Improved brass has been installed at the factory to try to bring the CR back up to snuff. 3 The CPU in the ignition has been increased from 8bit to 16bit to provide better ignition timing for the 3D map type curve. 4 Honda engineers beefed up the engine cases for more rigidity and durability. 5 The front and lower engine mount bolts have been increased from 8mm to 10mm.

The answer is no. Honda did not significantly improve the overall performance of the '99 CR125. So how does the '99 CR125 engine work It's dead down low, which means that tricky track situations offcambers, mud, trials sections and hardpack have to be negotiated by coasting. Rolling the throttle on does not reward the rider with ever increasing doses of power. The only way to get power out of the CR125 is to wick it on wide open. 2 The midrange is where the CR125 does its best work. It is responsive, active, potent and promising. It is deadcenter in the middle that the CR125 is at its most effective. 3 The fabled topend of a few years ago either isn't all it was or wasn't all it was cracked up to be in the days of light switch 125s. Even though the CR125's topend has some holes in it, you still have to rely on it to get from gear to gear on the fivespeed tranny. However, test riders didn't use rev to generate velocity, but rather to get the drivetrain lashing fast enough to give the midrange of the next gear a fighting chance. 4 The MXA test crew may have painted too bleak a picture of the '99

CR125 powerband. The engine can still win races. It has a distinct midrange hit and passable rev. If you hit each shift on the money, make the most of the middle, stay off the bottom, don't depend too much on the slightly confused topend and carry speed from gear to gear with the tranny geared down you can have good times on the CR. It is responsive, active, potent and promising. It is deadcenter in the middle that the CR125 is at its most effective. The CR125 is very touchy. In fact, they are almost the exact same forks that come stock on the Yamaha YZ125. Don't get too misty about that, though. The YZ125 has passable forks, but nothing to waste a stamp writing home about. Honda, by virtue of buying offtheshelf Kayaba components, doesn't have standout forks.

Setting the compression to 12 results in a plush ride, but any bump bigger than a ripple will result in a melodic metal to metal clank. They got to those extremes by juggling the length of the shock to raise the rear of the chassis. Not surprisingly, they have returned to a standard 100mm of race sag by shortening the Kayaba shock's overall length by 1mm. The 1mm shorter shock relaxes the head angle, increases trail and lowers the seat height approximately 5mm. This is a slow shock. If the bike kicks on braking bumps or rotates forward over kicker jumps, take more rebound out. We wouldn't stop babbling about it and there would be a waiting list to get a CR125 from your friendly local dealer. To get the CR125 to do what you want it to do, you have to flatten it out. That means that the front and rear must be on the same frequency for low amplitude bumps. If one end is jacked up, too stiff, wallowing or misaligned, the CR's rigidity magnifies the imbalance. We rate it as a good handling 125 below the quick and agile RM125, stout and stable KX125 or workmanlike and foolproof YZ125. We wouldn't stop babbling about it and there would be a waiting list to get a CR125 from your friendly local dealer. The shock is almost inaccessible. 3 Drive chain The stock chain is junk. 4 Bars Although the stock bend isn't bad, the CR125 benefits from aluminum bars because they take some jolt out of the high amplitude bumps. 5 Gearing The '99 falls on its face with the stock gearing. Put a 52 on in place of the stock 51. 6 Shifting We never thought that dropping sixth gear would make a bit of difference, but it does. The CR125 has always had excessive gaps between gears ones that required teeth on the rear sprocket to narrow but now it misses shifts way too often or worse, sticks in third gear. 7 Aluminum oxide Aluminum oxide is stuff that your boot rubs off the aluminum spars and deposits on the side panels in the form of dark smudges.

8 Tank decals The red and black motif is dark and moody and gets even more so as the graphics wear out. They are perfect. 2 Clutch Very durable. 3 Grips Very good. 4 Seat bolts Nice 12mm heads. 5 Durability Solid construction, good metallurgy, excellent reliability. This would not be a crime if it weren't for the YZ125's broadness. As is, the KTM 125 is a better example of what the Honda should have been, while the RM and KX do as good a job in the middle. Handling The alloy frame requires the rider's constant attention. We'd rate it midpack on the handling scale. Suspension The CR125 is a mixed bag of blues. The forks want to work, but the rear shock won't let them. The end result is a bike with suspension that makes a deafening clank as it skips from one bump to another. Overall rating To tell the truth, if the CR125 was the fastest thing on knobbies, we could forgive and live with everything else about the '99 model. But it isn't, and we can't. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods and will depend on when your payment clears opens in a new window or tab. Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab See the sellers listing for full details. Contact the seller opens in a new window or tab and request a postage method to your location. Please enter a valid postcode. Please enter a number less than or equal to 1.

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Using a scaled-down version of the HPP Honda Power Port system found on the 250, the new 124.8cc mill kept the earsplitting top end of '89, but beefed up the low end and midrange considerably. With its tall stock gearing and top-end focused power, it was still a better fit for skilled riders, but at least novices now had a shot at keeping it on the pipe. The new 45mm Showa inverted forks and Showa shock worked marginally better than the year before, but remained the worst in the class by a wide margin. The motor remained devoid of any exhaust gizmos, but still produced one of the most potent powerbands on the track. Minor porting changes for 1990 boosted torque and addressed rider's complaints about the '89 being too violent and hard to manage. The new powerband was much smoother and torquier than 1989. As in 1989, the 500 offered the best suspension package of the three full-size bikes, but it was still no match for the superior units found on the KX500. After several decades of fairly conservative colors and graphics, the entire motocross industry seemed to simultaneously flip their collective wigs. Suddenly KTMs were mint green, Yamahas were pink and Suzukis were every color in the kaleidoscope. Even conservative Honda was not immune to this flurry of questionable taste, as the entire CR line sprouted tiger stripes and gaudy graphics for 1991. I have no idea why someone in Japan thought this was a good idea, but it certainly made the 1991 CRs look unique. New forks for all the big bikes featured an Aluminite coating to reduce oil contamination a major problem in 1990 and larger diameter cartridge units to improve damping. While a switch to Kayaba for the rear suspension on the 250 and 500 the 125 already used a KYB damper in 1990 gave some hope that the 250's ten-year run of suppar outings might finally be at an end. Both the 125 and 500 adopted the larger airbox and streamlined look of the 250, while only the 125 inherited the revamped tank and shrouds of the 250.

With new bodywork and a slight alteration in chassis geometry, the 125 was easier to move around on and sharper turning but no more stable. With the 125 motor largely a carryover, it remained the rocket it had been the year before, but revised carburetor settings and a new ignition led to an annoying case of the "pops" on top end. Thankfully, the popping did not seem to really affect performance and the CR remained the fastest 125 in the class. On the suspension end, the red tiddler once again trailed its competitor on with harsh action front and back. The new settings were a tiny bit better than 1990, but only enough to raise it from abysmal to downright awful. The motor, chassis and bodywork were unchanged with the exception of the white shrouds and Tigger graphics,

offering the same fit and feel as the year before. Even without modification, however, Honda's omnipotent HPP motor remained the best in the class. With its smooth delivery and incredibly broad powerband, it was both the fastest machine and the easiest to ride. As on the 125, the 250's new suspension was only a minor improvement over 1990. Harsh and unforgiving, it proved to once again be the major weakness in an otherwise excellent package. Even with the old tank, however, it remained far less bulky feeling than the KX500. Power was broad and potent and the handling was excellent as long as highspeed desert work was not in your plans. As before, the Showa suspension was livable, but not loveable. A cleansheet design, the new bike featured an allnew motor for the first time since 1986. The new mill did away with the successful but complicated HPP system and replaced it with a new design that used 50% less moving parts. The new Composite Racing Valve CRV promised comparable performance to the HPP, with much easier maintenance. In addition to the new motor, a new frame was spec'd and mated to radically redesigned bodywork that was both sleeker and bolder than ever before.

With its "Nuclear Red" plastic, silver motor and white tank, the '92 CR certainly looked like no other Honda before. The redesigned motor was less smooth and far more abrupt than the '90'91 mill had been. Power was somewhat lacking down low, before ripping into a blistering midrange blast. While not necessarily faster than 1991, it was certainly more exciting to ride. The new chassis both steepened the head angle and shortened the wheelbase for '92. This, combined with the new sleeker bodywork made the CR an absolute scalpel in the turns. Compared to the already sharp '91, the '92 felt like a 125 in the corners. At speed, the CR continued to be a handful and many riders including Team Honda took to adding bracing to the frame and swingarm to dial in more stiffness and reduce flex. On the suspension front, the new Showa forks and shock proved once again to be a disappointment. Poorly set up and harsh, they continued Honda's fiveyear string of lastplace suspension finishes. Both received the Nuclear Red plastic and white tank of the 250, and all three fullsized machines adopted new front braking systems that improved power and feel. On the 125, a change in fork offset and a slightly shorter wheelbase further tightened turning, while a new head and flattop piston aimed to beef up the midrange. While the new motor specs improved the CR's torque slightly, the new piston design proved fragile and many riders switched back to the domed piston and head of 1991. The new 43mm Showa forks proved slightly less harsh and offered more adjustability, but continued to be the weak link in an otherwise winning package. While those changes seemed minimal, they actually made a significant difference in the 500's performance. The longer silencer and tall gearing made the power from the big 491cc single feel much less violent and most riders really liked the change. There was slightly less torque to the rear wheel, but the bike was far easier to manage.

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