

Honda's XR500R.

The rocks, whoops and competition will never know what hit them.



Before you finish an enduro you've got to face some pretty tough obstacles.

Jagged rocks. Bone-jarring whoop-de-doo. Rain ruts. Stutter bumps. Fallen logs. Not to mention some pretty determined competition.

The four-stroke that can survive all this is something special. The one that can give you a chance to win is even better.

The 1981 Honda XR500R.

Pro-Link™ suspension, a new way to travel.

If you follow motocross, you're going to recognize the technology on the left.

The Pro-Link™ rear suspension system. It was developed on Honda's World Open and U.S. Open Championship racers and now it's ready for the wide open spaces.

Conventional double (and single) shocks systems have a fixed ratio of shock piston speed relative to rear wheel movement.

Roll over a gentle whoop and the suspension



Quick release rear wheel.

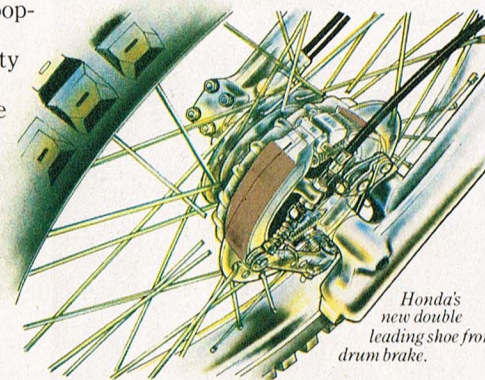
reacts one way. But go off a jump and they don't change their response rate significantly.

The Pro-Link suspension, on the other hand, features Honda's unique linkage between the single adjustable, remote-reservoir gas shock and the rear wheel. And because of this, the spring and damping action between the suspension and the rear wheel becomes progressive—on both compression and rebound.

Now when you jump that jump, the suspension works more efficiently to absorb the impact.

No matter how rough the terrain, the rear wheel spends more time on the ground.

Which gives you a better chance to be on time at the finish.



Honda's new double leading shoe front drum brake.

Handling with care.

Pro-Link suspension isn't the only way Honda has improved handling on the XR500R, however.

In front, there are beefier 37 mm forks, now air-adjustable so you can tune them to match the way you ride.

And in back, a new box section swing arm that pivots on needle bearings for less flex.

Because Pro-Link suspension uses just one shock instead of two, the XR500R is slimmer and easier to flick through turns.

The location of this one shock also helps to centralize the bike's mass and lower its center of gravity.

You'll also find new double leading shoes on the front drum brake.

Because stopping in an enduro is just as important as going.

The big engine that could.

From California's deserts to Maine's woods, Honda's



Here's what you get when you match four-stroke power with Pro-Link™ handling.

OHC 498 cc four-stroke single has a reputation for two things:

Stump-pulling torque and power, and rock-like reliability.

It's got Honda's advanced Pentroof™ head with four valves, instead of two, for efficient combustion, capacitor discharge ignition for hot sparks with no maintenance, and dual counter-balancers to smooth out vibration on those 100-milers.

And this year, the XR500R arrives with a Honda reed-valve-assisted induction system. This reed-valve is placed between the carburetor and the intake valves to provide quicker low speed throttle response and more usable low and mid-range power than ever.

Time for some tricks.

The XR500R comes with a whole set of trick features to keep you riding more, fiddling less.



Like the primary kick starter that eliminates searching for neutral. Or the automatic compression release that makes starting easier.

To help you start on a hill, there's a manual compression release for quick bump starts. The rear wheel uses a new design for quick release.

And there's even a lightweight polyurethane gas tank with an extra large filler neck for extra fast fillups.

With all this going for the XR500R, it's not hard to see that the 1981 model is going to be a lot more than just competitive.

In fact, with the XR500R between you and the ground, there's a strong possibility there won't be anything between you and the finish.

HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for off-road, operator use only. State laws affecting off-road motorcycles vary. XRs may not meet noise regulations in some states. Installation of high-performance parts may increase XR's decibel rating above legal levels in some states. Check local laws before installation. Specifications and availability subject to change without notice.

©1981 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda Motor Co., Inc., Dept. 401, Box 9000, Van Nuys, California 91409.