

MOVE OVER KX?

Big improvements
for the littlest CR

By the Staff of DB

Consider for a moment what has happened to the mini world in just three short years. In 1981 the RM80 featured dual shocks and 7.1 inches of travel. The YZ80 had 8.5 inches up front and 8.1 inches in the rear. Kawasaki's 1981 KX80 had an awesome 8.3 inches, front and rear. Suzuki's RM60 had a mind-blowing 3.9 inches of travel. This was state of the art!

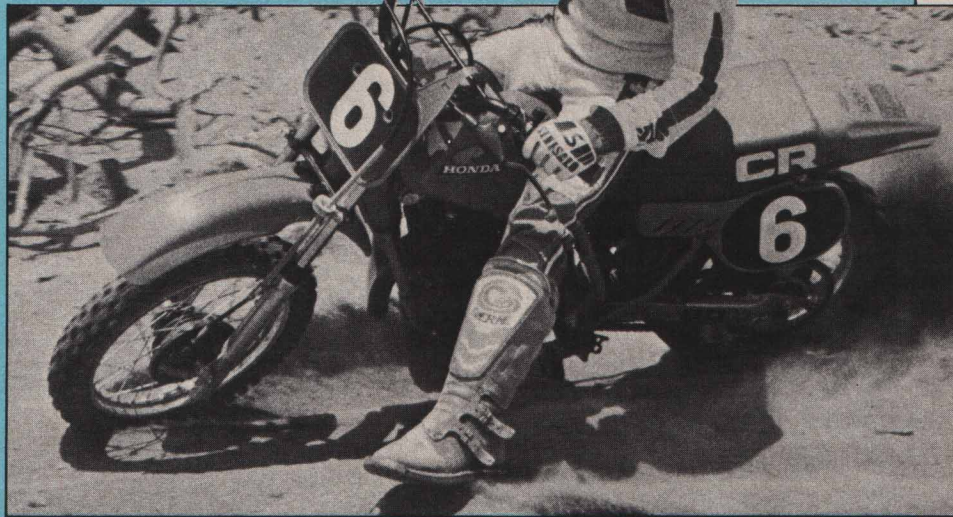
Now look at the 1984 Honda CR60R. It has beefier forks than any of the bikes mentioned. The front travel is 8.1 inches. A rising-rate, single-shock rear end strokes a full 8.3 inches. Yet, with all this suspension, the seat height is a short 28.3 inches, and the bike weighs under 120 pounds.

Life in the mini world is a constant battle to evolve into high-tech, long-travel, mucho-fast, *ridable, entry-level motocrossers*.

WHAT'S NEW IN CR LAND?

Honda didn't sit around picking the bugs out of their teeth during the off-season. The new CR60 has received a charge in every aspect of its performance.

To start with, there's a larger carburetor, a new pipe and updated porting. All this was



Big changes come to the CR60R for 1984. More motor, more suspension and better handling top the bill.

done in an effort to close ground on the potent KX60, last year's killer 60.

Bigger forks with an inch more travel now top the 60 ranks in total travel. Rearward, the Pro-Link got the update too. More travel and a revised lever ratio were added to balance out the suspension package. The rake has been modified in an effort to gain stability without sacrificing anything in the turns.

TRACKSIDE TACTICS

There's no doubt that the time Honda spent breathing on the CR has paid off. Now it feels like it could almost pull a gear higher in the corners than the '83 60. While the transmission is identical, it feels better suited to the horsepower gains. Shifting is smooth, and the rider isn't hampered by any lag between gears.

Through the corners the Honda shines. It'll stick to and hold the inside line with very little effort. At higher speeds the spooky headshake has been reduced. A longer wheelbase, along with the increase in travel, has turned the CR into a real handler. It tracks straight, jumps and absorbs like a champ, and is basically a superior motorcycle to the year-old CR60.

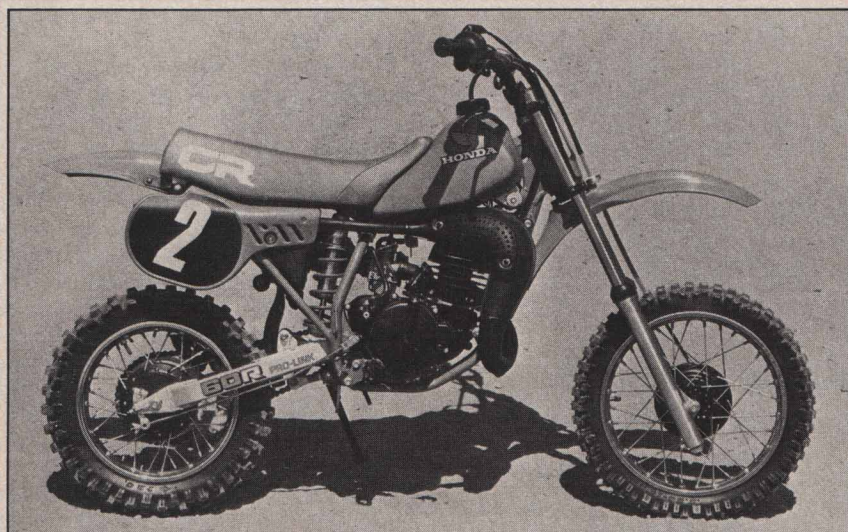
MINI BITS

Don't plan on repacking the silencer; it's welded on and not restuffable. The midsection of the pipe bulges noticeably at the tank but has a nice heat shield to protect the rider's leg. The kickstart lever is typically Honda. Your foot bottoms on the footpeg before the stroke is completed.

THE TREND IS SET

If you consider the fact that Honda has only had a 60 in its lineup for a couple of years, the mind reels at what's going to happen two years from now. It's evolved as fast as its bigger brothers, and the performance shows that.

Last year the CR60 was down on both power and suspension when compared with the KX. Both of these areas have been worked on with considerable energy. The results speak for themselves. The KX has a red enemy that doesn't like second place. Life for the midget racer has just gotten more complicated. Instead of a green runaway, it's a battle of a different color. □



HONDA CR60R

Engine type	Air-cooled, 2-stroke	Wheelbase	1070mm (42.1 in.)
Bore and stroke	42.5mm x 41.4mm	Ground clearance	250mm (9.8 in.)
Displacement	58.7cc	Seat height	720mm (28.3 in.)
Carburetion	.24mm Keihin	Weight, claimed, dry	116.9 lbs.
Fuel tank capacity	0.9 gals.	Retail price	\$748
Transmission	6-speed	Country of origin	Japan
Gearing front/rear	14/45		
Ignition	CDI		
Suspension:		Distributor:	
Front	8.1 in.	American Honda Motor Corp.	
Rear	8.3 in.	100 W. Alondra	
		Gardena, CA 90247	