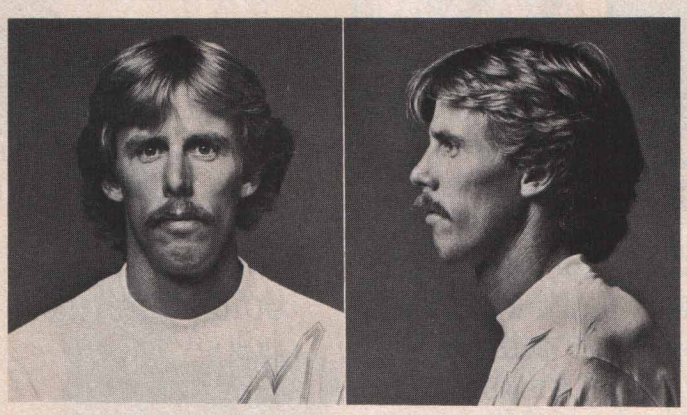
# DO NOT TRY TO CATCH THIS MAN YOURSELF.



**NAME:** *Bob Hannah.*
**AKA:** *Hurricane II, Buckwheat.*

# CONSIDER I

If you put Bob Hannah on one of the new 1984 Honda CR motocrossers, you better keep your goodbyes short.

Bob not only shows you how fast a motorcycle can go, he shows you how to make it go even faster. Same goes for 1983 Supercross Champion David Bailey. As well as everybody else on Team Honda.

Together they pushed our 1983 factory machinery to the limit. And the difference it made for our production lineup is ready for you to experience.


*Bob Hannah and David Bailey's accomplices include (clockwise from upper left): 1983 125 National Champion Johnny O'Mara, Danny "Magoo" Chandler, Goat Breker, Brian Myerscough.*

Motocrossers based on principles developed by Honda. Refined by Roger DeCoster. Tested by Team Honda. On some of the world's toughest tracks.

Machines so fast. So light. So responsive. You'd swear they were handcrafted works bikes.

The CR500R. With a new 491 cc engine that combines outrageous horsepower with plenty of tractable torque. The suspension's been refined for even better response. And to ensure that the CR500R is the most potent open class weapon you can buy, we built works technology into every piece.

*Partner in crime David Bailey snatched the 1983 Wrangler Super Series, 250 National and Supercross Championships and got away clean.*

The CR250R. The


*CR125R.*

# HIM ARMED.


*Bob "Hurricane II" Hannah.*


*CR250R.*


*CR500R.*

closest thing you can get to 1983 Supercross Champion David Bailey's factory motocrosser. An all-new competitive weapon even farther ahead of its class than it was last year. So quick, it makes grabbing the holeshot as easy as taking candy from a baby. Agile in the corners. Lightning fast in the straights.

And the CR125R. So radically powerful from idle up, it makes the term "on the pipe" almost obsolete. Incredibly light, compact and tough. Based on the machine that makes the Johnny O'Show go.

For 1984, we've taken the world's most advanced motocross technology and made it available to you.

Resulting in production machines so far ahead of their time, using them on your competition ought to be a crime.

The perfect crime.

**HONDA**

**FOLLOW THE LEADER**

# HAS BEEN WITH

The chamber is too good for the competition.

Which is why only Honda can offer the Automatic Torque Amplification Chamber (ATAC™). A system proven on our Grand Prix motocross machines. Available now on the 1984 CR125R and CR250R.

ATAC consists of a sub-chamber attached to the expansion chamber. It utilizes exhaust resonance to dramatically boost low and mid-range power.

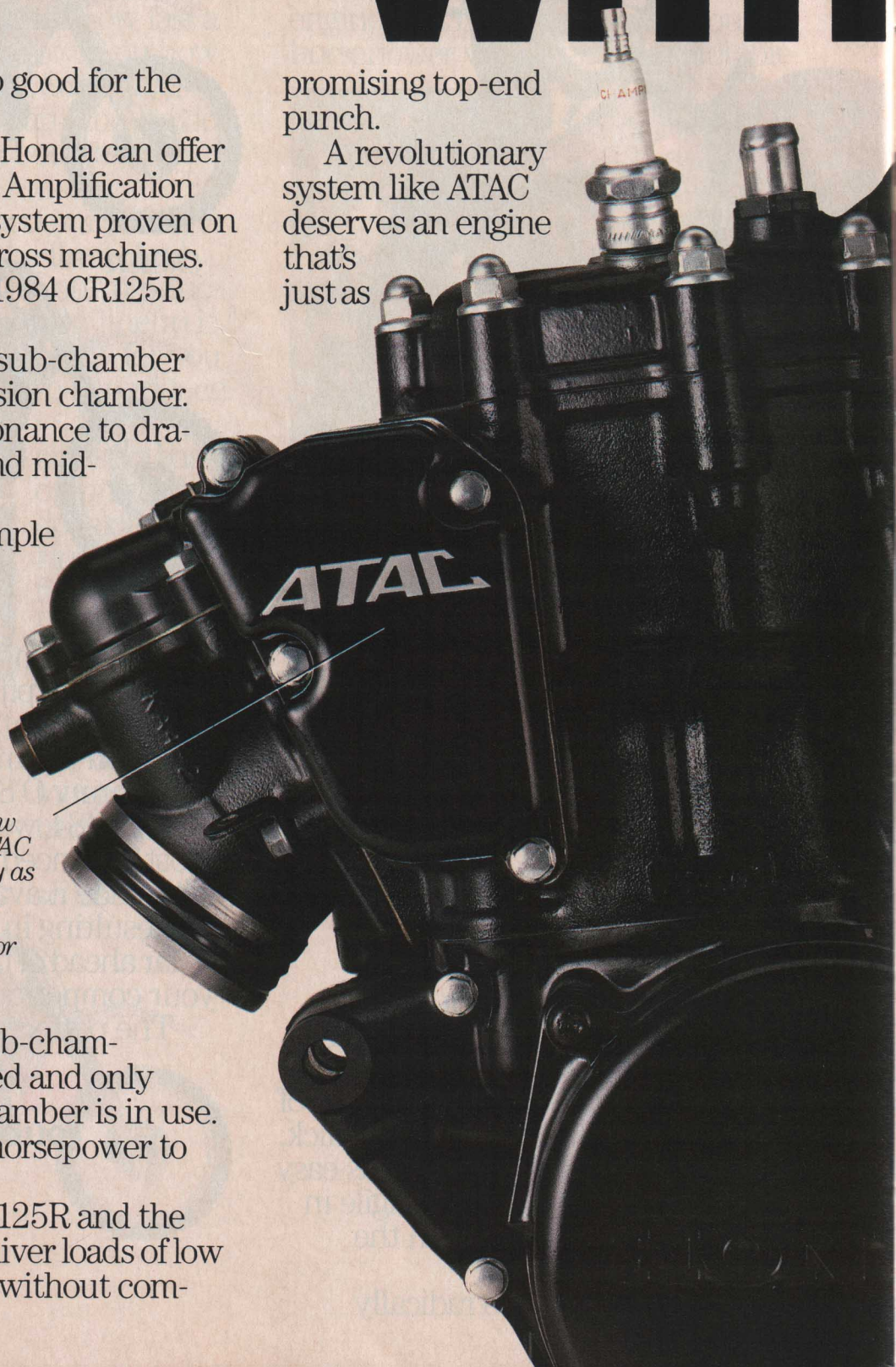
As rpms build, a simple linkage system driven off the crankshaft gradually closes a butterfly valve on the sub-chamber.

*ATAC, our exclusive Automatic Torque Amplification Chamber, works to improve low and mid-range torque. The ATAC system closes off progressively as rpms build, leaving high-rpm duties to our new expansion chamber, which is designed for maximum peak horsepower.*

At high rpm, the sub-chamber is completely closed and only our new expansion chamber is in use. It's designed for peak horsepower to complement ATAC.

With ATAC, the CR125R and the CR250R are able to deliver loads of low and mid-range torque without compromising top-end punch.

A revolutionary system like ATAC deserves an engine that's just as

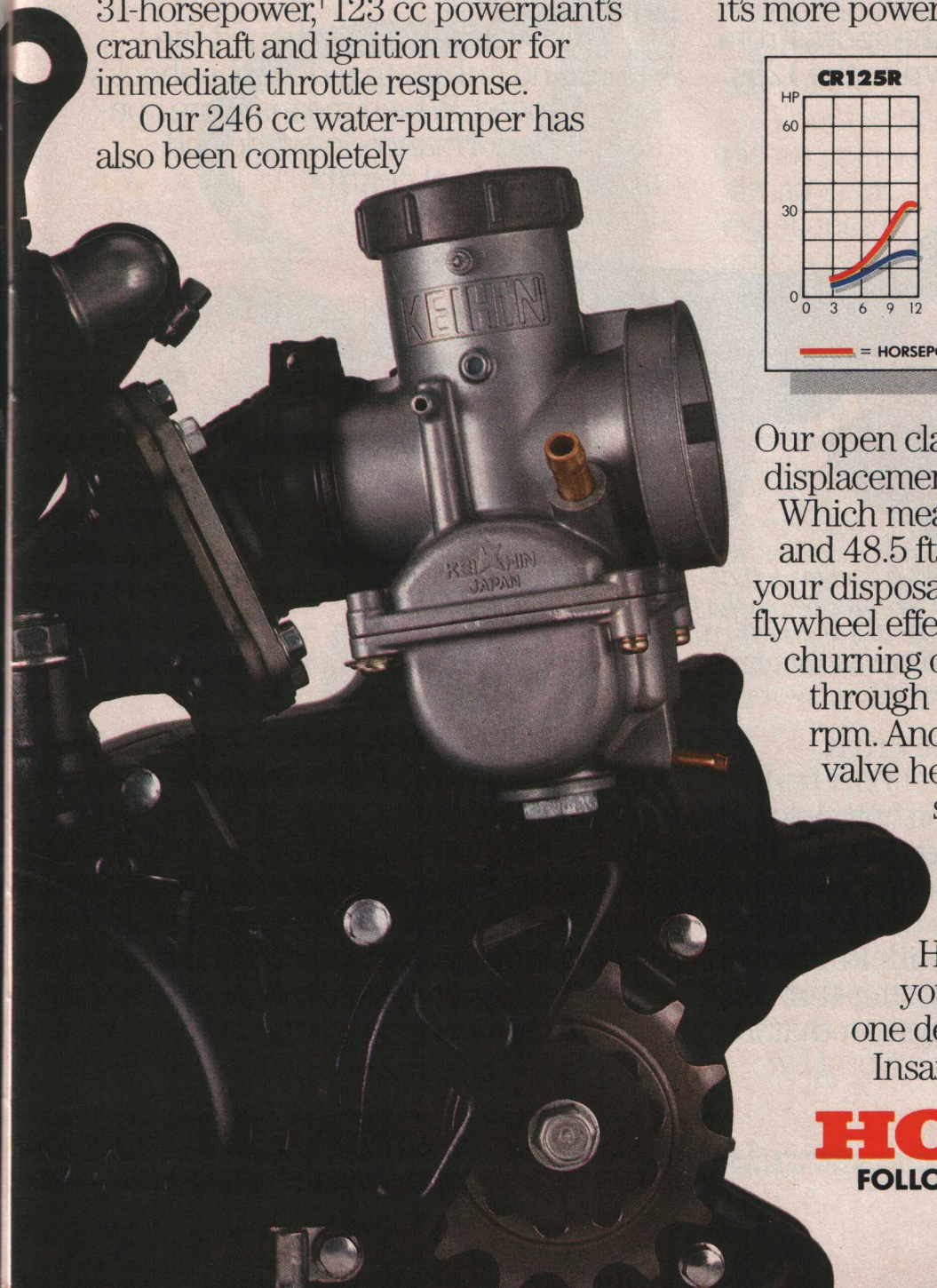


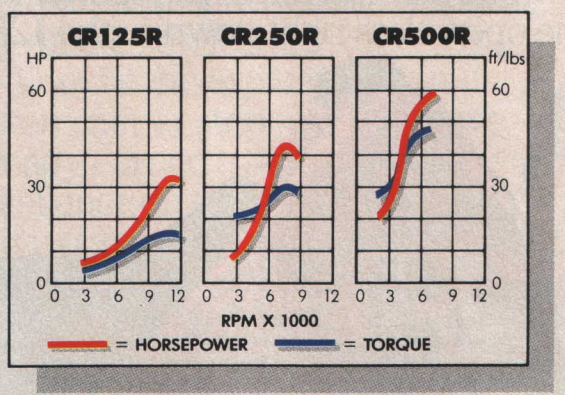
# CHARGED ATAC.

advanced.

So we cut weight from our new 31-horsepower,† 123 cc powerplant's crankshaft and ignition rotor for immediate throttle response.

Our 246 cc water-pumper has also been completely redesigned. It's stronger, lighter, more compact. And with 43 horsepower,† it's more powerful than ever.




Our open class engine has more displacement than last year's. Which means 58 horsepower† and 48.5 ft/lbs of torque are at your disposal. We've increased the flywheel effect to keep the engine churning out tractable power through low and mid-range rpm. And an eight-petal reed-valve helps provide even smoother power delivery.

So no matter which class you ride, ride a Honda CR. Because if you don't, there's only one defense for you. Insanity.

**HONDA**

**FOLLOW THE LEADER**

# LAST SEEN O WORKS

*Motocross Action* magazine named each of the 1983 Honda CRs the best bike in its class.

Total domination of the sport. From the open class right down to the 125s.

utilizes Honda's unique linkage to provide truly progressive spring and damping rates.

This year, we've lengthened the shock and linkage to reduce the shock's piston speed. Which means more consistent performance, less fade and improved wheel control.


*Works styling includes a fuel tank that carries much of your premix below the frame backbone for a lower center of gravity and better handling. Redesigned lightweight frame features bolt-on rear section for simplified maintenance.*

The most advanced motocross machinery available.

And when production technology reaches such a peak, there's only one way to improve it.

Steal from the works bikes.

Which is why this year's Pro-Link™ rear suspension works better than ever. It's a single-shock system that

You can now adjust the compression damping 16 different ways and select from 22 different settings for your rebound damping.

All three CRs come stock with beefy 43 mm air-adjustable forks that feature fully-adjustable compression damping.

To make sure our suspension

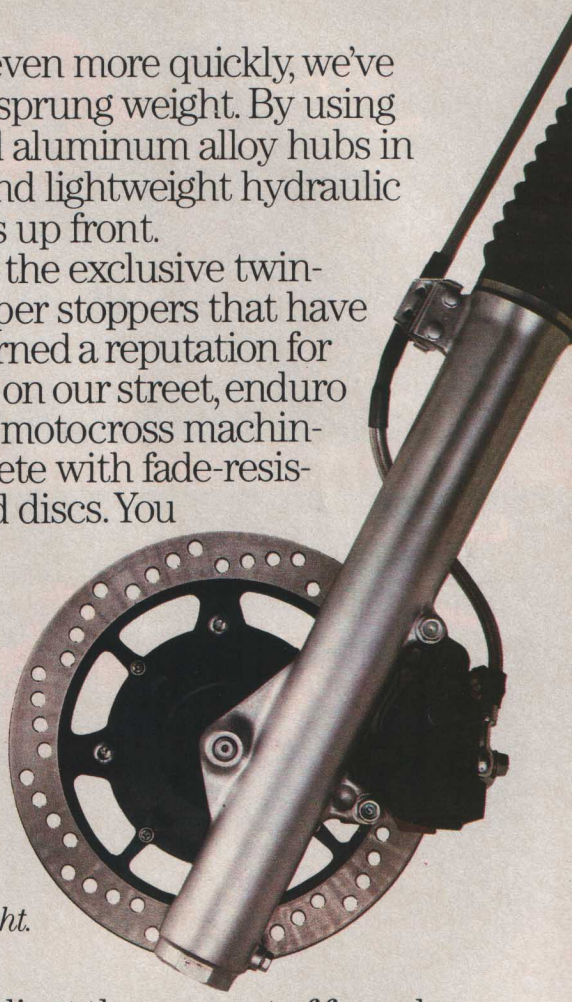
# N A HONDA BIKE.

*Reservoir-mounted compression damping knob makes adjustments easy.*

*This year's Pro-Link utilizes a longer shock and longer linkage for more consistent performance, less fade and improved wheel control.*

responds even more quickly, we've cut the unsprung weight. By using redesigned aluminum alloy hubs in the rear. And lightweight hydraulic disc brakes up front.

They're the exclusive twin-piston caliper stoppers that have already earned a reputation for excellence on our street, enduro and works motocross machinery. Complete with fade-resistant drilled discs. You



*Our exclusive twin-piston caliper front disc brakes provide outstanding stopping power and reduced unsprung weight.*

can even adjust the amount of free play in the lever to your own preference.

And on the CR250R and CR500R, rubber-mounted handlebars reduce rider fatigue.

With all this technology and attention to detail, it's clear why they're after us.

We know too much.

**HONDA**

**FOLLOW THE LEADER**

# MOST WANTED LIST.

## CR125R


| | |
|---|---|
| *Engine* | 123 cc single-cylinder reed-valve inducted liquid-cooled two-stroke with ATAC |
| *Carburetor* | 34 mm piston valve |
| *Transmission* | Six-speed |
| *Suspension* | Front: 43 mm air-adjustable forks with adjustable compression damping, 11.4-inch travel |
| | Rear: Pro-Link with adjustable compression and rebound damping, 12.2-inch travel |
| *Brakes* | Front: Hydraulic disc with twin-piston caliper |
| | Rear: Drum |
| *Dry Weight* | 191.4 pounds |

## CR250R


| | |
|---|---|
| *Engine* | 246 cc single-cylinder reed-valve inducted liquid-cooled two-stroke with ATAC |
| *Carburetor* | 36 mm piston valve |
| *Transmission* | Five-speed |
| *Suspension* | Front: 43 mm air-adjustable forks with adjustable compression damping, 12-inch travel |
| | Rear: Pro-Link with adjustable compression and rebound damping, 12.2-inch travel |
| *Brakes* | Front: Hydraulic disc with twin-piston caliper |
| | Rear: Drum |
| *Dry Weight* | 211 pounds |

## CR500R


| | |
|---|---|
| *Engine* | 491 cc single-cylinder reed-valve inducted two-stroke |
| *Carburetor* | 38 mm piston valve |
| *Transmission* | Five-speed |
| *Suspension* | Front: 43 mm air-adjustable forks with adjustable compression damping, 12-inch travel |
| | Rear: Pro-Link with adjustable compression and rebound damping, 12.4-inch travel |
| *Brakes* | Front: Hydraulic disc with twin-piston caliper |
| | Rear: Drum |
| *Dry Weight* | 224.9 pounds |

**HONDA**

**FOLLOW THE LEADER**