

**Now you
can leave the
competition
two strokes behind.**

New Honda XR250.



Four-stroke power and tractability in a new enduro-ready machine.

From the muddy, slippery slogs of Eastern enduros to the sizzling, power-robbing heat of the Western deserts, competitors have been awaiting the arrival of an enduro-ready four-stroke dirt bike. And Honda has delivered. Introducing the

incredible new 1979 Honda XR250. The XR250 is enduro-ready off the showroom floor. A machine that combines advanced four-stroke technology, long-travel suspension, light weight and a host of special features that make it the complete enduro machine that it is.

Four-Stroke Performance

With its big-bore, short-stroke, OHC, single-cylinder engine pumping out strong torque over a wide power-

band, the all-new XR250 is ready to take on the competition. The XR's inherent four-stroke tractability helps get you through the slow stuff. While a responsive 30.5 mm carburetor, high-performance four-valve Pentroof™ head and hot-sparking CD ignition help power you across the fast stuff. And the four-stroke XR250 offers other advantages, too. It gets good gas mileage, resists plug fouling and reduces high-frequency vibration.

The impressive XR250's got a speed for every need—competition to weekend trail rides. The broad powerband and crisp-shifting five-speed transmission help ensure it.

Long-Travel Suspension

The suspension floats the new XR250 over rough terrain. A leading-axle front fork soaks up a lot of off-road punishment through 8.8 inches of travel. In back, CR250R-type gas-pressurized laydown shocks deliver 7.8 inches of cushioning action.

With moss-covered rocky streams and cactus-peppered desert trails to pick his way through, steering precision is high on an enduro rider's priorities. That's where Honda's unique 23-inch front wheel and exclusive Honda-designed new pattern enduro tires excel. The front wheel helps the XR steer, corner and brake better by laying a longer footprint on the ground. And its larger diameter rolls more easily over potholes and whoop-de-doo's. The

new claw-action tires not only penetrate soft dirt like a regular knobby, but actually grip it to increase traction and stability.

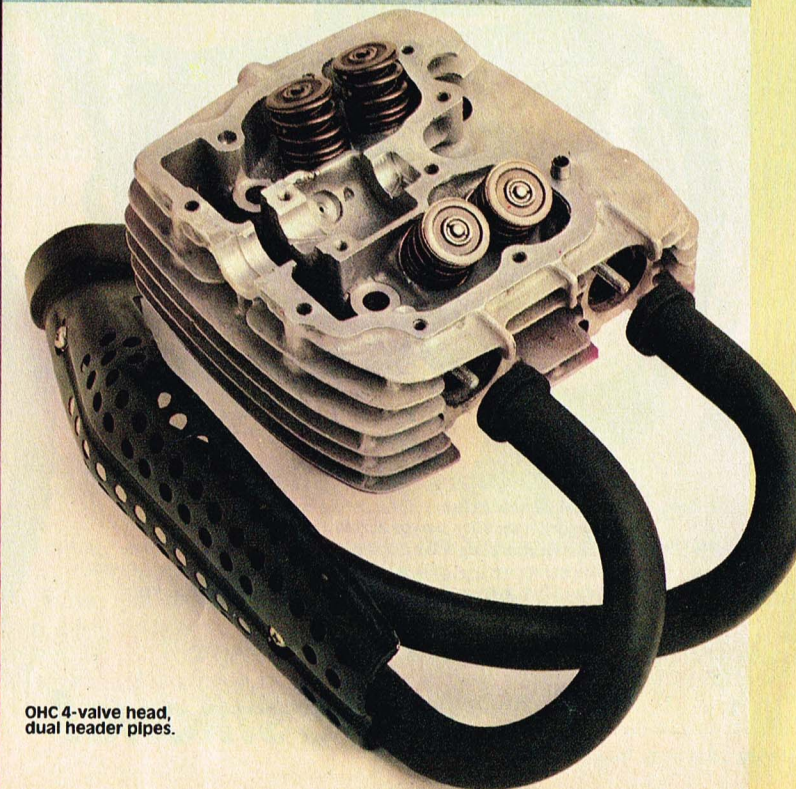
The all-new 1979 Honda XR250 has it all. Performance, tractability and a host of competition-ready features like those detailed on the next page.

Surprisingly Light

And now for the clincher.

Remember the myth that four-strokes have to be heavy? Honda's just disproved it. The new Honda XR250 weighs only 252 lbs. dry.

So if you want to spend your weekends playing beat the clock, see the new 1979 Honda XR250, arriving soon (currently scheduled for November 1978 release) at your Honda dealer.



OHC 4-valve head, dual header pipes.

Designed to race. Equipped to win.



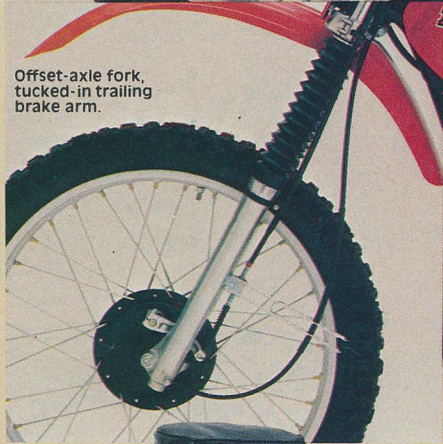
Gas shocks, aluminum sprocket, chain tensioner.



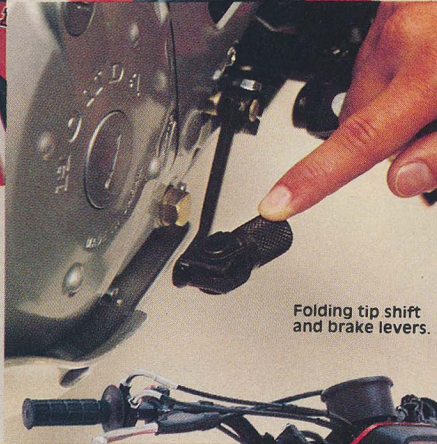
Big tripmeter numbers, large filler opening.



Tool bag, enduro taillight, long fender.



Offset-axle fork, tucked-in trailing brake arm.



Folding tip shift and brake levers.



Combination headlight/front number plate.



XR250

Always wear a helmet and eye protection.

Designed for off-road, operator use only.

Model availability may be limited.

Specifications are subject to change without notice. For free brochure, write: American Honda Motor Co., Inc., Dept. DB19XR, Box 50, Gardena, California 90247. © 1979 AHM Co., Inc.

HONDA
GOING STRONG!