

## HONDA CR80R MINICROSSER

# PRO-LINK POWER

*New legs for  
smallest CR*

Honda didn't want to make the bike unrideable for the novices. Both Suzuki and Yamaha minis are total top-end screamers: fine for the advanced riders, but a grim package for the less skilled. The CR80 is on a fine line between the '81 and the high-revving missiles of the competition.

On most tracks, the CR will pull the Yamaha YZ out of a turn. Full-blown bottom and mid-range punch literally snap the rider from turn to turn. The power caps off with a nice, but not overly awesome, hook on top. It definitely revs higher than last year's bike, but won't stay up with the YZ in an out-and-out drag race. On hard-packed or hilly courses where useable power is a must, the CR shines. Our mini tester (who normally rides a YZ) said the Honda motor was more to his liking than his own bike.

### STROKING IT THE PRO-LINK WAY

One thing's for sure, the suspension on the new CR is worlds better than the old 2-shocker. The single-shock setup is nearly identical to the Honda's bigger brothers. Also, the shock's compression damping is adjustable. Our best results occurred when compression was the softest. In stock form, it works decently but is harsh compared to the Suzuki Floater. Even in the softest position the Pro-Link still tends to beat the rider. The suspension's a big improvement, but it doesn't give that nice, cushy ride the YZ or the Floater have.

Up front, the forks are new 31mm jobs that have 8.9 inches of travel. They keep the front end on the ground in the turns and handle the jarring jumps as well. We got the best results by running no air. They work as well as any mini forks on the market.

### BITS AND PIECES

Stronger, lighter hubs and larger spokes are fitted on the Honda. Check them during the break-in as ours loosened quite a bit.

As usual, Honda has the best controls of any bike. The grips, levers and throttle are works of art. Handlebar layout suited our testers just fine.

Weight on the bike is the same as last year's—141 pounds. Since more of the weight is kept down low, it feels lighter.

### HOW DOES IT STACK UP?

In an out-and-out race to the first turn, the Honda is there, but not in the lead. For

*Good low-end and mid-range power make the CR a blast in the turns. Keith O'Neal demonstrates.*

Technology in the mini wars is advancing at a frenzied pace. Faster, taller and excellent-handling machines have taken the place of the afterthought machinery of the past. In the case of Honda, they too have stayed up late and now have an all-new package for '82.

The first thing you'll notice on the CR is the Pro-Link rear end. Yep, just like the big boys run. Longer forks, new wheels and all-around better graphics give the CR80R a fast, eye-appealing look.

### MOTIVATION—QUICK AND TORQUEY

The engine appears unchanged but, in actuality, is all new. A closer-ratio 6-speed gearbox gives the rider a much better selection of gears for those tight, hilly courses. The carb's been upped to a 27mm Keihin, and the reed assembly is larger than last year's. Porting, pipe and ignition are all new. Honda has reevaluated the power characteristics of the bike. Last year's was torquey and easy to ride, but lacked top-end punch; faster racers had to go for some serious grinding work if they wanted decent starts.



*Longer travel and the addition of the Pro-Link really update the Honda minicrosser.*



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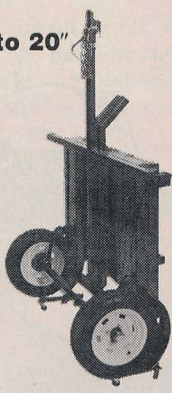
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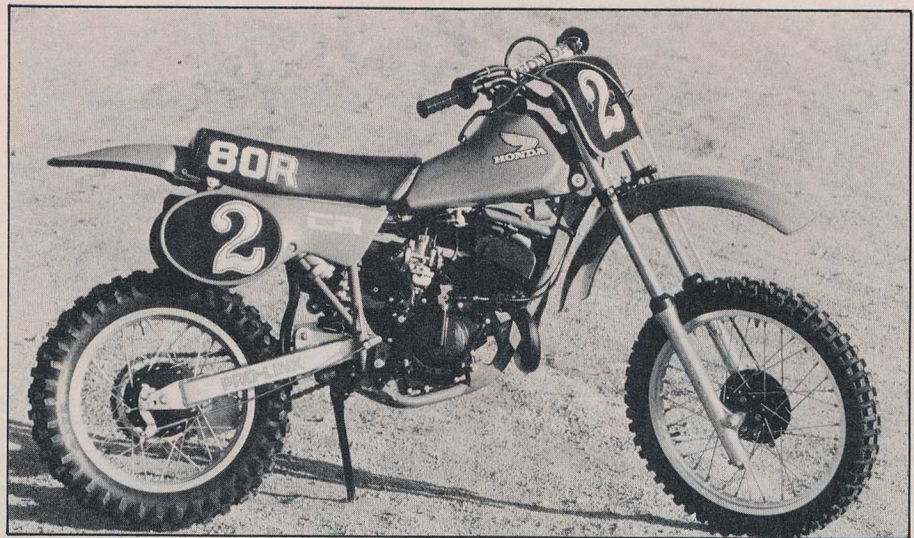
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## HONDA CR80R

the majority of the miniracers, it has the best power delivery, with the most sensible spacing of the gearbox. It allows the riders

a gear for nearly any occasion. The suspension package is good, but not great. An overly stiff rear is the villain here.

The bottom line? What the CR lacks in back, it makes up for in the turns with a truly deluxe motor. □



### HONDA CR80R

ENGINE TYPE	2-stroke, air-cooled	SEAT HEIGHT	30.9 inches
BORE AND STROKE	49.5mm x 41.4mm	WEIGHT (CLAIMED)	141.1 pounds
DISPLACEMENT	79.7cc	SUSPENSION:	
HORSEPOWER (CLAIMED)	17.5 at the crank	FRONT	8.9 inches, leading axle
CARBURETION	27mm Keihin	REAR	7.9 inches, Pro-Link single-shock
IGNITION	CDI	TIRES:	
TRANSMISSION	6-speed	FRONT	2.75-17
FUEL TANK CAPACITY	1.32 gallons	REAR	4.10-14
WHEELBASE	48.8 inches	INTENDED USE	Motocross, racing
GROUND CLEARANCE	10 inches	COUNTRY OF ORIGIN	Japan

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