

Honda's Hot XR Enduros. The Four-Stroke Advantage.

XR500. XR250. XR185. Honda's lean-and-mean XR family. Remember them, because they're going to make the world of enduro competition look—and sound—a lot different: four-stroke different.

Each bike was designed around a total concept—to be the best enduro machine in its class—and has all the trick items you'd expect.

Check these goodies: Long-travel suspension with leading-axle forks and inverted, lay-down, gas-charged rear shocks. Aluminum-alloy skid plates. Tough D.I.D. rims laced to lightweight conical hubs. Diamond-configuration frames that increase rigidity without increasing weight.

The XR advantages.

All the XRs have the edge in Honda four-stroke engineering. Low-rpm torque and high-speed power take

the rough stuff in stride, with the added bonus of Honda's reputation for four-stroke reliability. Advanced technology features like hot-sparking, maintenance-free CD ignition systems help keep this off-road trio running at full potential, and make the most of superior four-stroke fuel economy.

Each of these Honda enduros has primary kickstarting with automatic compression release. And there's a set of genuine Honda High Performance Options available for each engine.

Exclusive traction tricks.

When it's time to translate power into performance, the big XRs have an exclusive advantage: Claw-action enduro tires. These Honda-designed ground-grabbers have broad knob faces to put more tire down where it counts. The tread center flexes inward, allowing the claw-action knobs to penetrate and grip the dirt for better traction.

And only Honda has them!

Honda's taken care of detail items, too: Folding brake and shift-lever tips help prevent bent or broken levers and shafts. Tripmeters with big numbers, and reset knobs you can turn while wearing gloves. Generous tool

kits in rear fender-mounted bags. And combination headlight/number plates.

XR500: New king of the off-road.

With its advanced 497 cc OHC four-valve engine and long-travel suspension, the XR500 looks like the open-class bike to beat. It's got more muscle than any other production

enduro four-stroke—33.4* hp at 6500 rpm—with less vibration, thanks to dual engine counterbalancers. And its 23-inch front wheel lays a longer footprint on the ground, to roll over obstacles more easily and help you steer, corner and brake better.

There's a whopping 8.8 inches of travel up front and the shocks allow 7.8 inches of rear-wheel movement. Ground clearance is 11 inches. And dry weight is only 271 pounds, lowest four-stroke in its class.

XR250: More of the same, only lighter.

The new 24.6* hp five-speed Honda XR250 gives away nothing in technology and features to its bigger brother. And it's even lighter at 252.5 pounds dry. Like the XR500, the XR250 was developed around a 23-inch front wheel and OHC, four-valve four-stroke engine.

XR185: A new lightweight tiger.

This little beauty might just teach a lot of lessons before the season's

over—especially when the course demands agility. The six-speed XR185 weighs only 216 pounds dry—as light as its major two-stroke competitors. Add long-travel suspension, 11.2 inches of ground clearance, 18* hp and claw-action tires and you've got a machine that'll maneuver through the tight stuff like a jackrabbit.

The new Honda XR enduros. They're really at home in the dirt. But right now, they're at your Honda dealer. See him today.

*SAE net taken at the crankshaft. Always wear a helmet and eye protection when riding. Designed for off-road, operator use only. Check local laws. Availability and specifications subject to change without notice. For free brochure, write: American Honda Motor Co., Inc., Dept. DB39XR, Box 50, Gardena, California 90247. See Yellow Pages for nearest Honda dealer. © 1979 AHM.

HONDA
GOING STRONG!



XR185



XR250

