

Race Thorough

Too good to be true. That could easily be your first reaction to our 1982 range of motocrossers. Especially when you consider their competition pedigree: three consecutive Open Class World Championships in '79, '80 and '81, and three British Championships in '77, '79 and '81.

Their technological pedigree. Pro-Link single-shock rear suspension developed on the world's toughest circuits, water-cooling on the 250 and the 125, and twin leading-shoe front brakes on the 480 and the 250.

And their low prices, which also include a parts kit with all of them except the CR80R. But they're all thoroughbreds. And here's more proof.

CR480R-C. £1635.

This is the closest you'll get to our works RC500. The 472cc single-cylinder two-stroke reed valve engine thumps out 51PS at 7,000rpm and stomps the dirt with 6.1kg-m of torque at 5,500rpm.

We've strengthened just about everything we could including the chromoly frame and the lightweight aluminium box-section swingarm. The swingarm pivots on long life, low maintenance needle roller bearings, and the fork triple clamps pivot on tapered roller

bearings for greater steering precision over a longer period.

The leading-axle forks are a massive 43mm, air-assisted so they can be tuned to suit any rider/circuit combination, and stroke on dual Syntallic low-stiction bushes. Wheel travel front and rear is 305mm.

Rear suspension is our unique Pro-Link single-shock remote reservoir system with adjustable damping,

offering truly progressive spring and damper rates to keep the wheel where it can do the most good: on the ground.

Reliable sparks are ensured by CD Ignition and reliable stops are ensured by a twin leading-shoe front brake and a single leading-shoe rear brake.

CR250R-C. £1520.

Heat is a power killer in a two-stroke engine. It can rob an air-cooled motocrosser of up to 30% of its peak horsepower. Not so bad on an Open Classer with its already massive power output, but on smaller engines it could mean the difference between winning or losing. Or breaking down; increased durability of engine parts being another benefit of watercooling.

As it is, the CR250 punches out a hefty 40PS at 8,000rpm and a solid 3.8kg-m of torque at 7,000rpm from its watercooled 246cc single-cylinder two-stroke reed valve engine.

Like the 480, the front forks are a massive 43mm, leading axle, air-assisted, and stroke on Dual Syntallic bushes and have 305mm of travel. Steering head bearings are tapered



No-snag 90° throttle.

Engine: 472cc reed-valve two-stroke single. 51PS/7,000rpm. 6.1kg-m/5,500rpm.

Tapered roller steering head bearings.

New 9.3 litre tank.

Strengthened chromoly frame.

43mm air assisted forks. 305mm travel.

Pro-Link with remote reservoir. 305mm travel.

CDI

Folding-tip gearlever.

Needle roller bearings.

Ground clearance 340mm

Twin leading-shoe front brake.

Tapered roller bearings.

Lower radiators.

43mm air assisted forks. 305mm travel.

Twin leading-shoe front brake.

CDI

Folding-tip gearlever.

Ground clearance 340mm.

Engine: 246cc reed-valve two-stroke watercooled single. 40PS/8,000rpm. 3.8kg-m/7,000rpm.

Lightened, strengthened chromoly frame.

7.6 litre fuel tank.

Needle roller bearings.

Pro-Link with remote reservoir. 297mm travel.

bred bred.

rollers. Pro-Link single-shock remote reservoir rear suspension makes sure that as many of those 40 ponies get to the dirt, and the lightweight, strengthened aluminium box-section swingarm pivots on low maintenance needle roller bearings. Wheel travel is 297mm.

Again, like the 480, the 250 has a twin leading-shoe front brake and a single leading-shoe rear brake.

CR125R-C. £1185.

This little flyer stings the opposition with its 27PS at 11,000rpm and 1.9kg-m of torque at 10,000rpm from its 122cc single-cylinder two-stroke reed valve motor. And its sting is kept as powerful as possible from start to finish by its twin-radiator watercooling.

Keeping its flight accurate and true are 38mm leading axle, air-assisted forks at the front, and our rising rate, adjustable damping, single-shock Pro-Link system with remote reservoir at the rear.

Front wheel travel is 295mm and rear wheel travel is 310mm. Steering head bearings are, of course, tapered rollers while the lightweight, aluminium box-section swingarm pivots on needle rollers.



90° no-sag throttle.

Engine: 122cc reed-valve two-stroke watercooled single. 27PS/11,000rpm. 1.9kg-m/10,000rpm.

Tapered roller bearings.

6.5 litre fuel tank.

Lightened, strengthened chromoly frame.

Lowered radiators

38mm air assisted forks. 295mm travel.

Pro-Link with remote reservoir. 310mm travel.

CDI

Folding-tip gearlever.

Needle roller bearings.

Ground clearance 370mm

Dry weight is a nimble 89kg, ignition is Capacitor Discharge, and the gearbox is a six-speeder.

CR80R-C. £625.

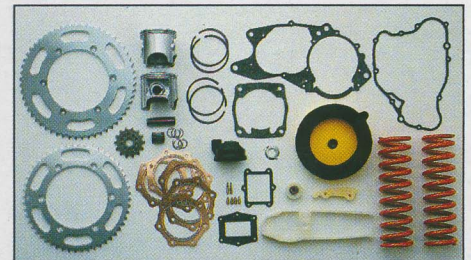
Everything about this little flyer is as serious as its bigger brothers.

The single-cylinder, 80cc reed valve motor pushes out 17PS at 12,000rpm and a healthy 1.1kg-m of torque at 10,000rpm. A six-speed gearbox passes this power to the rear wheel while CD Ignition provides hassle-free, reliable sparks. Like the bigger bikes, it has leading axle, air-assisted front forks

and our famous rising rate, single-shock, Pro-Link rear suspension with adjustable damping and a remote reservoir to keep the damping fade-free.

Front wheel travel is 225mm and rear wheel travel is 200mm.

Spare Parts Kit. Free.



This comprehensive spares kit comes with the 480, 250 and 125.

90° no-sag throttle.

5 litre fuel tank.

6-speed gearbox.

Strengthened chromoly frame.

Engine: 79.7cc two-stroke single. 17PS/12,000rpm. 1.1kg-m/10,000rpm.

38mm forks. 225mm travel.

CDI

Ground clearance 255mm



Pro-Link with remote reservoir. 200mm travel.