

The XR200R. Makes light work of the heavy going.

Get bogged down in the mire on a peaky lightweight two-stroke and you could end up pushing the bike out under your own steam.

But get into the same situation on our XR200R Enduro and it could be a different story, with its gutsy 195cc four-stroke single-cylinder engine churning out dollops of low-down torque, you can simply chug your way out, leaving the two-strokes screaming in their own wheelspin.

Everything about the XR200R, the bike that Malcolm Partridge won last year's Welsh 4-stroke Enduro Championship on, has been designed to make life easy. On, and off the course.

Compared to a two-stroke, the XR200R requires little effort to keep in tune and on the move. Its single-cylinder engine features an overhead cam with simple screw-type adjusters for the valves, no-maintenance CD Ignition, and primary kickstarting with an automatic compression release. And, of course, it doesn't need the regular decokes, piston rings and rebores that a two-stroke does.

Gearbox has six speeds, drive chain is a long-lasting 520 sealed unit, and the power output is a meaty 19PS at 9,000rpm, with torque at a chunky 1.7kg-m.

The engine is used as a stressed part of the frame, which increases frame rigidity as well as increasing ground clearance without increasing seat height.

Front forks are a sturdy 35mm, leading axle and air-adjustable, while the rear rides on our unique Pro-

Link single shock system with remote aluminium reservoir. Both damping and spring preload are adjustable.

For good, long-term stability and low maintenance, the steering head is fitted with tapered roller bearings, and the sturdy box-section swingarm pivots on needle roller bearings.

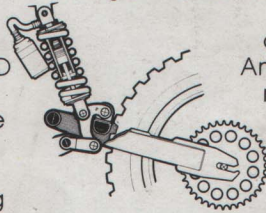
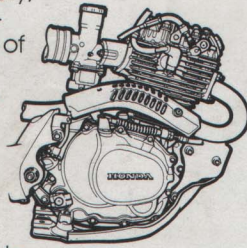
Both front and rear brakes are drums, the front one being our new water-resistant design.

Even the smallest detail has been considered in the effort to remove the effort from the hard slog of an enduro. Take wheel removal, for instance, the rear wheel can be slipped out with the spindle still in the hub, and there's even a lip on the swingarm to guide the axle and hub back into place. The brake cable unhook without the use of tools, and there's a groove on the backing plate that slides onto a retaining lug on the swingarm. Chain adjustment is a cinch with snail-cam

adjusters, and both the gear lever and the brake lever have folding tips. And every XR200R sold through our network of specialist competition dealers will be street-legal.

Perhaps one of the best things about the XR200R though, is its combination of

low and mid range grunt and light weight, with a dry weight of only 101 kg it's hardly any heavier than its nearest two-stroke rivals.



HONDA
Engineering the future

XR200R-C Enduro £1245 (Price includes manuf. delivery, m/cycle tax, VAT and 12 month unlimited mileage warranty, exc. PDI, no. plate, etc.) (Sold only through our 20 Off Road Competition dealers. For address of your nearest dealer, please phone Honda UK on 01-995 9381.)

