

CRF250R SPORTS PLENTY OF UPGRADES FOR 2008



Featuring blazing 4-stroke engine performance and a unique dual silencer exhaust system, the hard-charging CRF250R delivers up a potent blend of quick-revving, race-bred 4-stroke performance and crisp, responsive handling that dominates the motocross circuit's tight berms and big air jumps.

Like its bigger brother – the CRF450R – the 250's lightweight and rugged aluminium frame and fully optimised suspension systems are now complemented by an amazing new Honda Progressive Steering Damper (HPSD).

The HPSD extends one's riding capabilities with smoothly assured handling through the roughest track conditions, providing amazing control that smokes the competition right out of the box.

The earliest versions of HPSD first saw action aboard the American Honda Racing Team's CRF450R and CRF250R race bikes during the 2004 AMA Supercross series. Ongoing development work saw HPSD installed on additional Honda Works motocrossers including Europe's highly successful World Motocross contenders, Team Martin Honda.

This intensive four-year period of development and testing of various damper settings under top-level racing conditions led to a finalised design and integration on the 2008 models.

Team Honda riders have also discovered that use of HPSD permits the use of distinctly stiffer front suspension settings than had been possible without the steering damper.

All of this highlights the benefits of Honda's innovative engineering, as do the various additional upgrades that have been made to the '08 CRF250 including:

- New piston with 13.1:1 compression ratio
- New cylinder head porting for improved power
- Lighter weight valve train components raise rev limit to 13,500 rpm
- Lighter weight counter-balancer shaft and drive gears
- Dual-muffler exhaust system centralises mass and reduces turning inertia
- Revised camshaft timing for added power
- Revised carburettor jetting gives smooth power delivery under all riding conditions

MEDIA RELEASE – 10 September 2007

- Engine torque now reaches maximum at 8,500rpm
- Clutch features judder spring for smoother engagement
- Front fork triple-clamps feature 22mm offset for improved cornering
- Showa fork features a larger cartridge rod and new cartridge oil piston for improved oil flow and less friction, plus stiffer springs for improved mid-stroke action
- Rear damper valving matches changes to front fork
- Works-style front and rear brake rotors reduce unsprung weight
- Rear fender shape for improved mud protection
- Larger left-side engine guard

Along with these new features, the CRF250R continues to offer superior Honda technology such as a magnesium ACG cover, clutch cover and cylinder-head cover to reduce engine weight, as well as a lightweight, compact, internal, auto decompression system and handlebar-mounted hot-start system providing for superb operation.

The bike's twin-sump lubrication system separates the oil supply for the crankshaft, piston and valve train from the clutch and transmission. This ensures a cool supply of oil to the clutch, eliminates clutch and transmission material contamination of the engine oil, and reduces the amount of circulating oil, which permits the use of a smaller oil pump.

With Honda Racing inspired graphics, the fourth-generation Twin-Spar Aluminium Frame sporting a forged-aluminium steering head supports a large 25mm rear axle diameter that provides significant rigidity to withstand torturous track conditions.

A 50mm rear shock damper piston diameter also offers consistent performance under demanding riding conditions, whilst the compact twin-piston front brake calliper, anodized-aluminium brake pistons and lightweight front brake disc minimize unsprung weight for improved turning and handling.

The CRF250R will be available from Dealers mid October (RRP to be advised).

For information and specifications, go to: www.hondamotorcycles.com.au

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