

Honda

For 2005, Honda has created what it believes is the lightest and most powerful dirtbike, and it's got electric start! Is it the ultimate off-road tool?



THE liquid-cooled 449cc four-stroke Unicam engine is designed to produce power across a wide rev-range for easy-to-control operation. The electric starter drives the clutch side of the crankshaft to provide superior lubrication of starter gears, and produce a narrow engine with a strong crankshaft.

The engine also has a lightweight, compact, internal auto decompressor system which provides quick, easy starting in all conditions.

Honda's Unicam valve train features a single carburised camshaft directly

actuating two 35mm titanium intake valves from above. The camshaft's centre exhaust lobe moves two 30mm steel exhaust valves via a forked, low-friction, roller rocker-arm.

Titanium valves permit the use of smaller valve springs, reducing overall engine height. High-strength, low-carbon steel crankshaft with carburised main journals are used for maximum durability at sustained high revs. All this means the motor weighs in at a paltry 32.2kilos.

The all-new twin-spar aluminium frame is derived from Honda's CR motocrossers. It features a forged aluminium steering head and tapered down-tube section designed for optimised frame rigidity. In addition, tall swingarm pivot plates and narrow frame spars create a narrow overall frame cross-section for superb rider comfort and manoeuvrability.

The semi-double-cradle design features a single, large-diameter tapered downtube and two box-section rails attached to the base of the downtube and support the engine.

Lightweight, 47mm Showa inverted twin-chamber cartridge-type forks with aluminium dampers are derived from the CRF450R and feature settings unique to the CRF450X to make it more enduro-focused.

CRF250R/X

THE smaller, four-stroke enduro is a good tool for novices and experts alike. Its wide powerband and tractable torque should make it a very easy bike to ride.



CR250R

THE CR250 has been dominating motocross competitions across the world for years. For 2005, the engine has been completely redesigned in order to continue to appear on the podium for years to come. The brand new engine features a new cylinder design with the RC exhaust valve housed in a removable case for improved sealing.

Plus a new stainless steel cylinder base gasket and revised port timing will give improved bottom end power.



CRF450R

AFTER blitzing the motocross world in the first couple of years, Honda has pretty much kept the engine the same as this year, but the big four-stroke has got a wealth of chassis revision for 2005 including a new frame.



CR125R

HONDA'S baby two-stroke has benefitted from loads of improvements for 2005, and most of them are in the engine department. The motor is brand new and features a new crankcase intake tract and six-petal reed valve for more efficient air flow and improved driveability, a redesigned cylinder and cylinder head for improved power, new crankshaft design for improved performance and a new carburettor jetting specifications to match the engine characteristics.

