CR-250M
CR-125M


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CR-250M The 1976 Honda CR-250M Elsinore™ is a direct descendant of the Team Honda factory machines. It not only looks like the famous red Honda works bikes, the CR-250M incorporates much of the technology developed through Team Honda racing efforts on motocross tracks across the country.

This year, forward-mounted gas shocks have been added to further improve the CR-250M Elsinore's handling on the track. A strong frame and swing arm, together with long travel rear suspension, help put the power to the ground and keep it there—in the corners and through the whoops.

Power from the 248cc, piston port, two-stroke, single-cylinder engine is delivered through a five-speed, close-ratio transmission. And the Elsinore power is legendary. Feeding the Elsinore power plant is a Keihin 34mm carburetor. Exhausted gases travel through the up pipe routed over the top of the engine and through the frame. This allows the engine to be carried lower in the frame for a lower center of gravity while, at the same time, retaining important ground clearance. And the unique variable pitch rear knobby tire provides excellent traction.

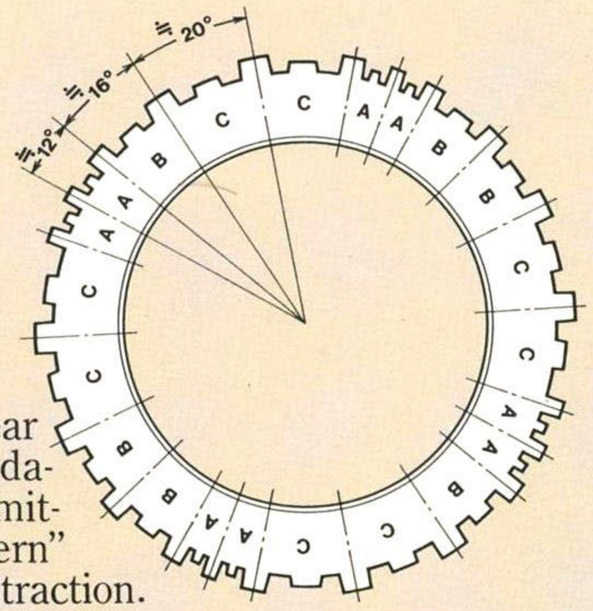
The Honda CR-250M—a refined motocrosser designed for winning.

CR-125M "The new CR-125M is faster and better handling than the works bike I rode to my first national championship. In fact, it's the best 125cc production bike I've ever ridden." So says Team Honda rider Marty Smith—current champion and two-time national AMA #1 motocrosser in the 125cc class. Quite an endorsement. The 1976 CR-125M is quite a bike.

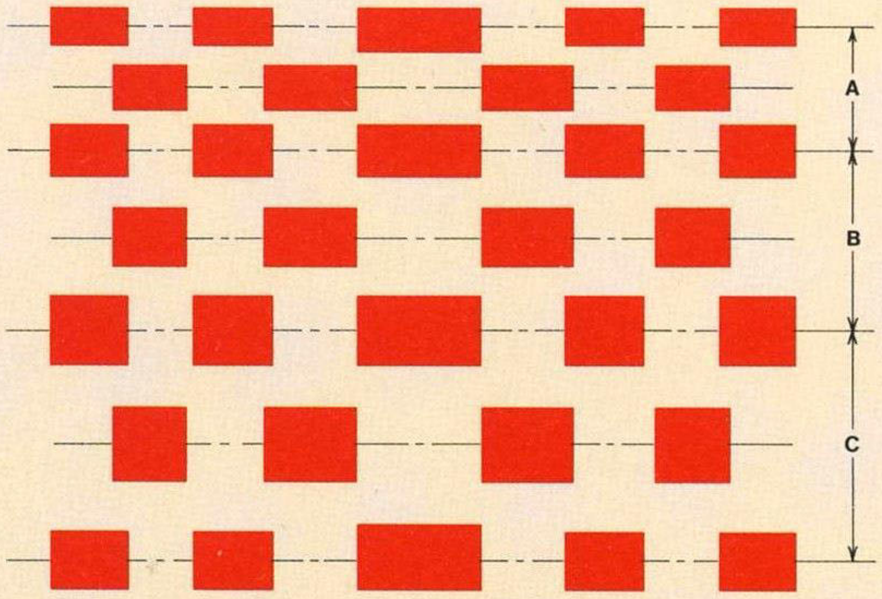
The all-red, factory-like machine combines improved handling, suspension and power to please even the demanding 125cc professional rider. A new swing arm and frame design moves the shocks forward to increase rear travel to 7.1 inches. Front end suspension has been totally redesigned to increase travel to 7.9 inches. These suspension changes are complemented with a new frame design and steering geometry to produce an excellent handling motocrosser with added stability for 1976.

Horsepower is increased this year via the port timing and the new cylinder head combustion chamber design. Carburetor venturi size has been increased to 30mm. Heat dissipation is improved by increasing the number and size of the cooling fins. Helping convert this power to motion is the new variable pitch knobby tire, designed to deliver improved traction.

"...the best production bike I've ever ridden." Check it out today.

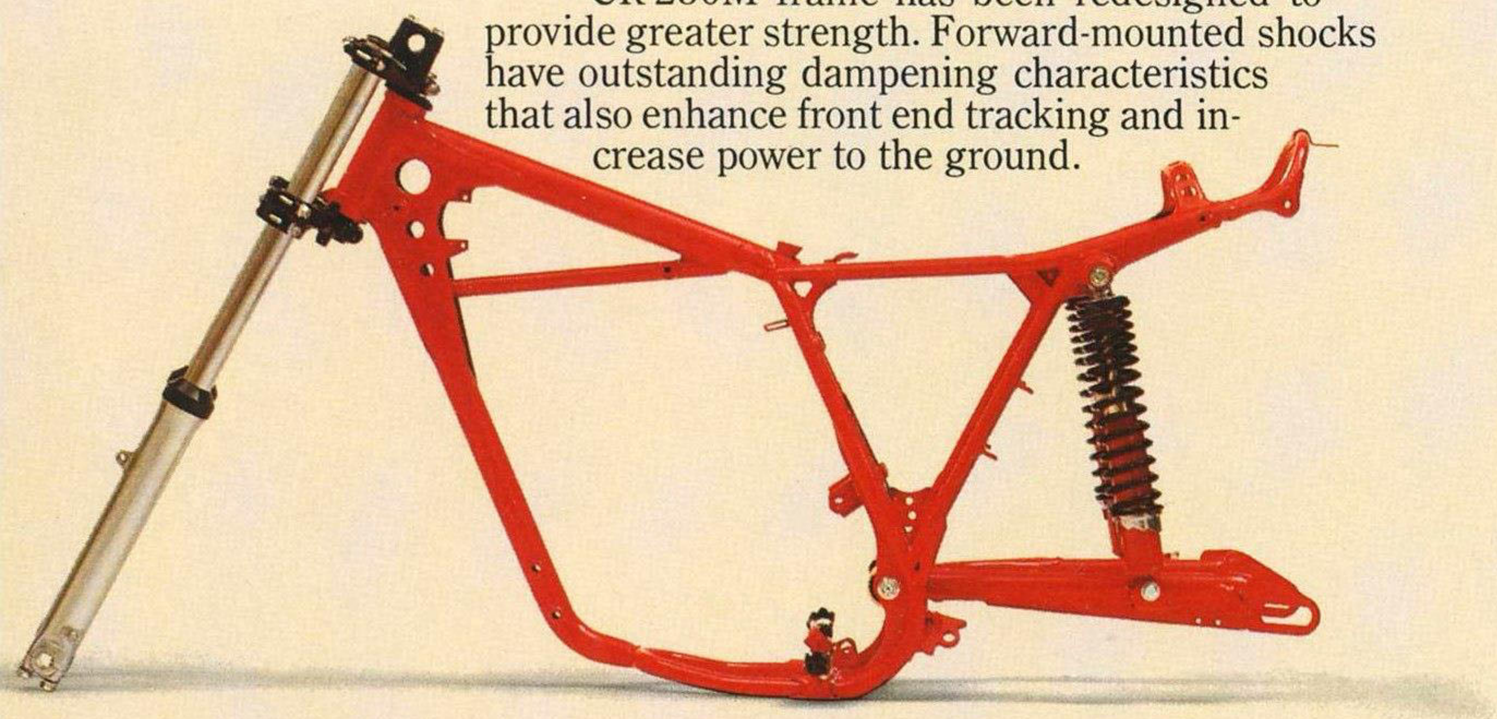


CR-125M and CR-250M rear tire tread is a Honda-patented "intermittent knobby pattern" to provide better traction.

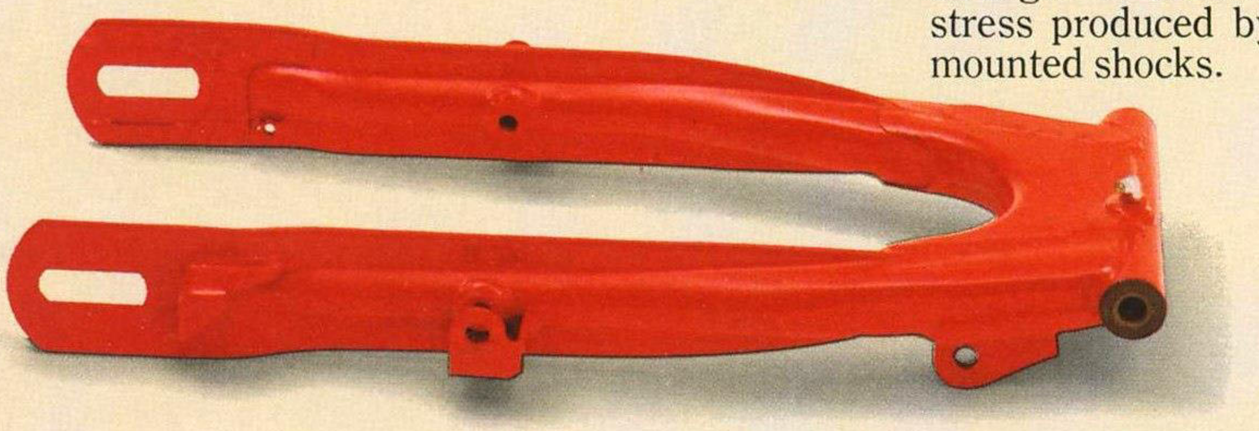


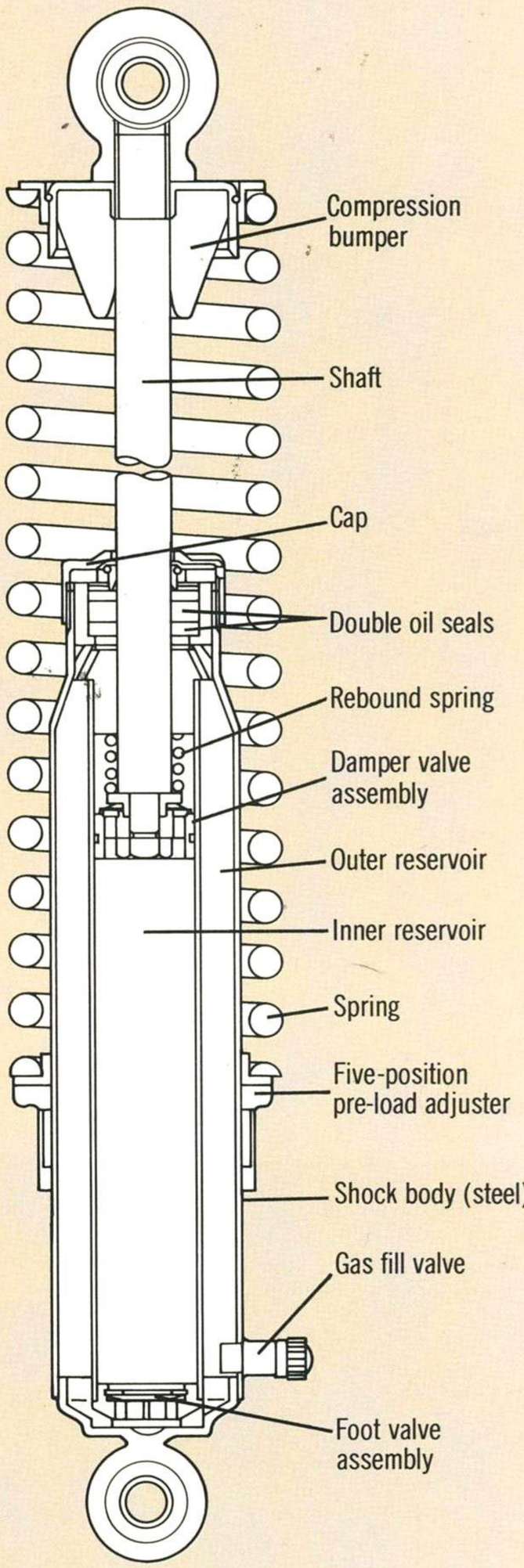
Gas-pressurized shock design provides more stable dampening characteristics than conventional shock design. Cut-away view of the Elsinore gas shock reveals key internal components.

CR-250M frame has been redesigned to provide greater strength. Forward-mounted shocks have outstanding dampening characteristics that also enhance front end tracking and increase power to the ground.

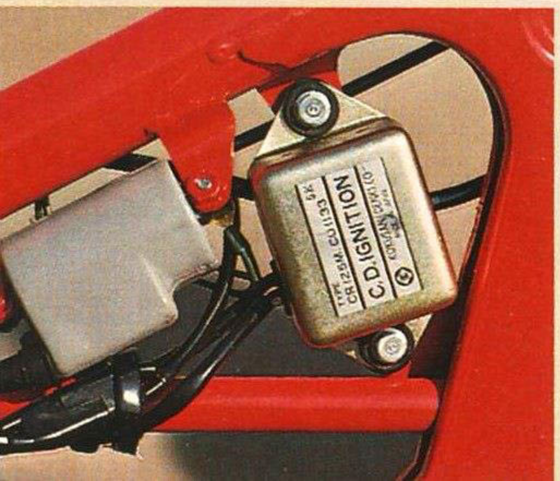


CR-125M swing arm has been redesigned for greater strength to accommodate added stress produced by the forward-mounted shocks.

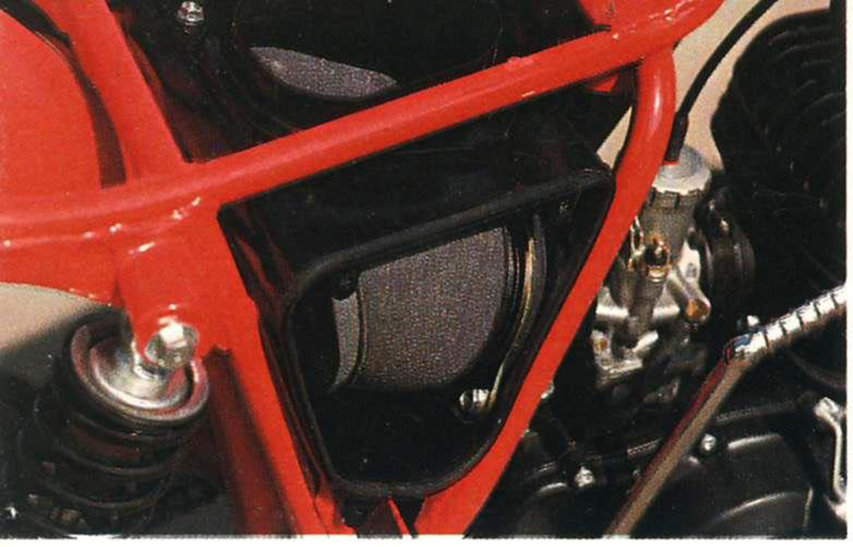




Capacitor discharge ignition unit electronically controls ignition timing changes to match engine speed and provide peak performance. 1976 CDI unit has been redesigned for improved water resistance.

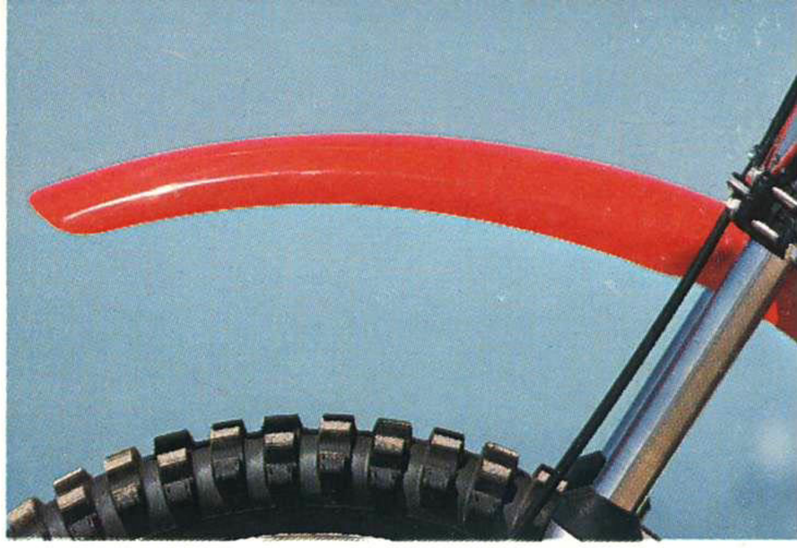


Standard USDA-approved spark arrestor/muffler and air intake silencer can be easily attached for trail riding. Installation instructions along with maintenance and repair procedures are included in the owner's manual.

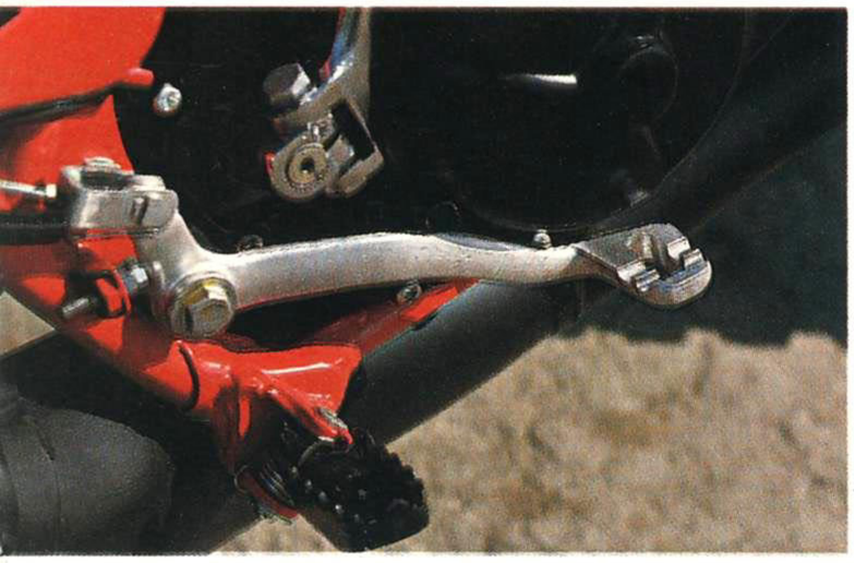


Easily accessible CR-125M air filter element is protected against dust and water.

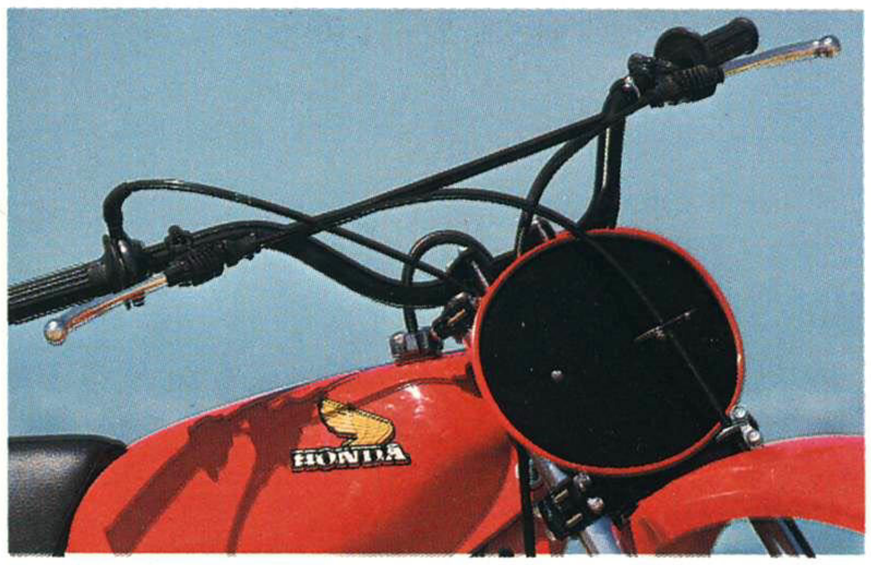
Heavily padded, slim motocross-style seat is standard on both the CR's.



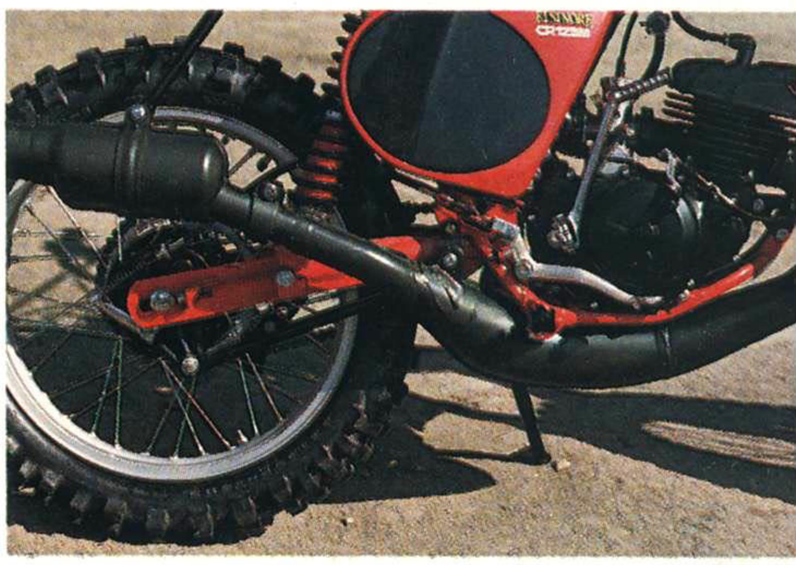
Both bikes have tough, flexible plastic fenders which have been redesigned for better rider protection.



Elsinores have an aluminum brake pedal lever that is notched for sure footing and tucked in out of the way.



Wide flat black handlebars with malleable control levers. Front and side number plates standard.



Redesigned CR-125M engine provides more horsepower. Larger cooling fins added for better heat dissipation.

SPECIFICATIONS

CR-250M

Engine:

Type	Two-stroke, single-cylinder
Displacement	248cc
Bore and Stroke	70.0mm x 64.4mm
Compression Ratio	7.2:1
Transmission	Five-speed, constant-mesh
Gear Ratio I	2.055:1
Gear Ratio II	1.571:1
Gear Ratio III	1.250:1
Gear Ratio IV	1.038:1
Gear Ratio V	0.862:1
Clutch	Wet, multi-plate
Brakes	Internal expanding shoe
Tire Size	Front, 3.00-21; Rear, 4.00-18
Ignition System	Flywheel magneto
Starting System	Primary kick starter

Dimensions and Capacities:

Wheelbase	56.5 in.
Caster angle	32° from vertical
Trail length	5.8 in.
Dry weight	214 lbs.
Overall length	83.9 in.
Overall width	35.0 in.
Seat height	33.9 in.
Fuel capacity	1.8 gal.
Color	Solid red

CR-125M

Engine:

Type	Two-stroke, single-cylinder
Displacement	123cc
Bore and Stroke	56.0mm x 50.0mm
Compression Ratio	7.5:1
Transmission	Six-speed, constant-mesh
Gear Ratio I	2.133:1
Gear Ratio II	1.611:1
Gear Ratio III	1.300:1
Gear Ratio IV	1.091:1
Gear Ratio V	0.958:1
Gear Ratio VI	0.880:1
Clutch	Wet, multi-plate
Brakes	Internal expanding shoe
Tire Size	Front, 3.00-21; Rear, 4.10-18
Ignition System	Capacitor discharge ignition
Starting System	Primary kick starter

Dimensions and Capacities:

Wheelbase	54.5 in.
Caster angle	31° from vertical
Trail length	5.4 in.
Dry weight	195 lbs.
Overall length	81.3 in.
Overall width	35.0 in.
Seat height	35.0 in.
Fuel capacity	1.8 gal.
Color	Solid red

HONDA

First. For good reason.

All specifications subject to change without notice. Always wear a helmet and eye protection when riding. CR's are designed primarily for motocross use and are sold "as is" without warranty.