

montesa

# GOYA

314R



POWERED by  
**HRC**



montesa

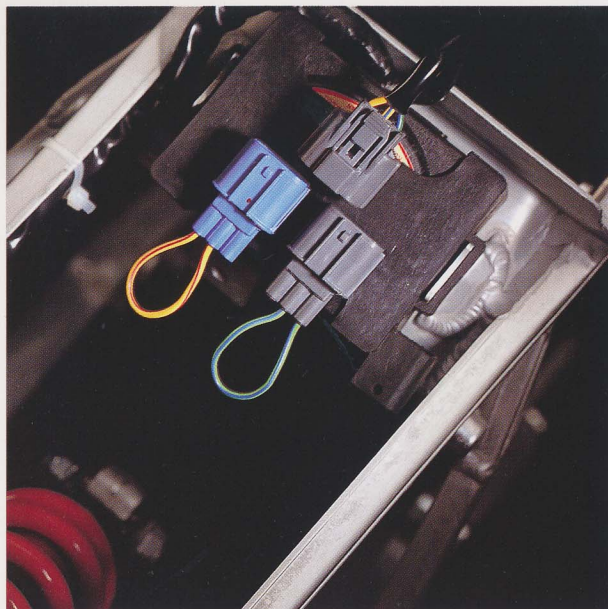
**GOATA**  
**314R**





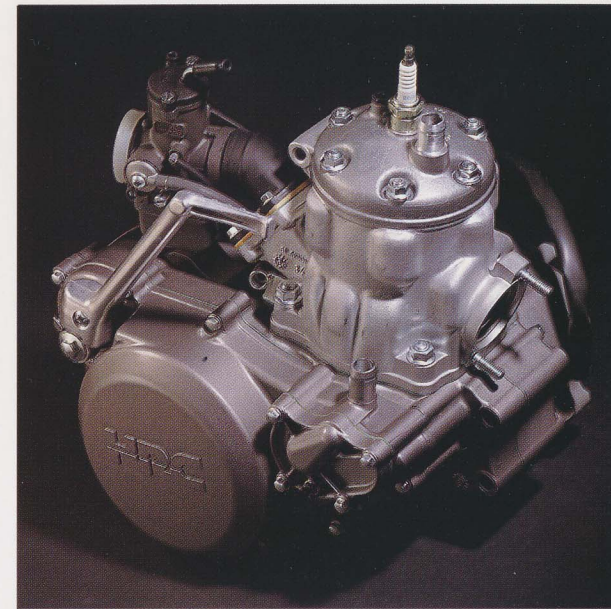
## THE FIRST TRIAL MOTORCYCLE WITH AN ADJUSTABLE DIGITAL CDI

Montesa COTA 314 R is the first trial motorcycle that features an adjustable digital CDI, first developed in HONDA's renowned flagship, the NR-750. Digital CDI allows for free regulation of the ignition timing curve, with a choice between immediate power supply or a softer delivery. All this is obtained simply by changing a connector, according either to the needs of the rider or the demands of any kind of surface.



## BRAND NEW HONDA ENGINE: TOTAL INNOVATION

All engine components are brand new and were designed to obtain maximum performance at a high level competition. Cylinder is made of aluminium, which makes the engine lighter and gives it more thermal stability while offering high resistance and durability. Supply is managed through a 26 mm Dell'Orto carburetor that guarantees perfect flow to the cylinder in any situation. The new clutch features high precision and smoothness, being longevity also taken into account, given the continuous use of the clutch during trial racing. As regards the gear box, the Cota's shifting is smooth and precise in any gear. The gear ratios are perfectly adapted to current trial standards, and the gears between 1st and 4th are where most care has been taken to obtain a quick, effective response. 5th and 6th have been left sufficiently spaced to enable quick movement between zones.



New exhaust and muffler totally made in aluminium.

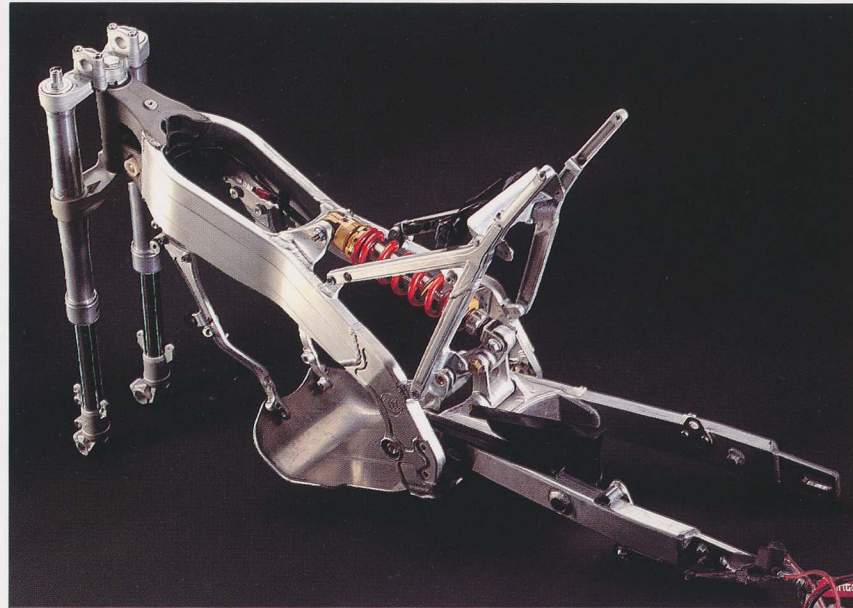


## **FRAME: BALANCE, STABILITY AND RIGIDITY**

Stability, light weight and rigidity in a perfect balance. These are the COTA 314 R frame features, aluminium twin spar design with a front train turn angle of up to 68 degrees.

Front suspension is entrusted to a hydraulic Reverse-Control type Upside-Down PAIOLI with adjustable rebound and adjustable spring preload; axle travel is 170 mm.

Rear damper has adjustable rebound and spring preload, with a total axle travel of 60 mm, giving the motorcycle an optimum balance.



## **DESIGN: HIGH TECHNOLOGY CONCEPTION**

As a result of the collaboration between HONDA RACING CORPORATION and MONTESA HONDA, the new COTA 314 R, due to its distinctive features and the great novelty of digital CDI, becomes one of the most technologically advanced motorcycles. Its soft, stylized lines, with an upsweeping seat/fuel tank unit and tightfitting radiator side guards, give the radiator maximum protection while enhancing rider's mobility. This extremely compact, agile motorcycle feels dynamic and lively.



PROTOTYPE



M O N T E S A C O T A 3 1 4 R

## "MOONSTRUCK" PROOF HEART AND BODY

The new MONTESA COTA 314 R is born and is "moonstruck" proof. Created as a result of the wide experience obtained from testing earlier racing models in the World Trial Championships, the main novelty of this motorcycle is centered on its heart, a single cylinder two-stroke liquid cooled engine especially and exclusively developed by HONDA RACING CORPORATION designed for high-level trial competition.

A completely remodeled aluminium frame gives this great heart the body it deserves.

Heart and body of COTA 314 R, a surprisingly powerful, stable and agile motorcycle that is capable of handling all kinds of difficulties.

**A motorcycle for demanding, perfectionist...  
and "moonstruck" riders.**



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## SPECIFICATIONS

<b>Engine</b>	Single cylinder, 2 stroke, liquid cooled
<b>Displacement</b>	261.3 cm <sup>3</sup>
<b>Bore and stroke</b>	71 x 66 mm
<b>Compression ratio</b>	7.9 : 1
<b>Carburator</b>	Dell'Orto PHBH 26
<b>Ignition</b>	Electronic CDI with variable timing
<b>Fuel</b>	Mixture of Super petrol with 2% 2T Oil.
<b>Transmission</b>	6 speeds. Engine may be started in any gear without having to engage neutral
<b>Primary transmission</b>	Gears
<b>Secondary transmission</b>	Drive Chain
<b>Clutch</b>	Wet, multi-plate
<b>Frame</b>	Forged Duralumin twin spar, including rear cradle and engine protector also in Duraluminium
<b>Front suspension</b>	Reverse-Control type Upside-Down Paioli fork, with adjustable rebound and spring preload. 36 mm diameter and 170 mm axle travel
<b>Rear suspensin</b>	Single, central Pro-Link damper, with adjustable rebound and spring preload. 60 mm axle travel. Duraluminium fork
<b>Front brake</b>	185 mm diameter hydraulic disk
<b>Rear brake</b>	150 mm diameter hydraulic disk
<b>Front wheel</b>	2.75" x 21"
<b>Rear wheel</b>	4.00" x 18"
<b>Dry weight</b>	84 kg.
<b>Overall length</b>	2,021 mm
<b>Overall width</b>	820 mm
<b>Overall height</b>	1,100 mm
<b>Ground clearance</b>	358 mm
<b>Wheelbase</b>	1,355 mm
<b>Seat height</b>	755 mm
<b>Footpedal height</b>	435 mm
<b>Fuel tank / Tank capacity</b>	Thermoplastic resin / 3.1 l.



Your MONTESA dealer:

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