



## **OFF-ROAD**

**XR650R**

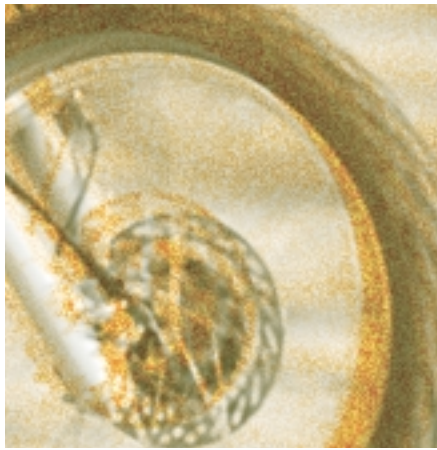
**XR650L**

**XR400R**

**XR250R**







## **PERFORMANCE FIRST** There are lots of motorcycles on the market today.

Why should you choose a Honda? Because we build them with one principal goal: Performance First.™ And performance means more than just horsepower. You can see the evidence yourself in your new Honda off-road bike's fit and finish. You'll discover more the first time you ride one, like the power and handling and comfort. Other aspects you'll grow to appreciate over time, like the level of technology, or the quality of our engineering and manufacturing. And finally, there's our commitment to the environment in everything we do, and that's something that not only you but generations to come will appreciate. It's all part of the way we do business. It's all part of your new Honda off-road bike. And it's why when you choose a Honda, you can rest assured you've made the right choice.



XR650R / XR400R

**What are you doing just sitting there and reading this? You could be out riding a Honda XR.**

**XR650R** It's your turn to ride. And whether racing in Baja California or having fun on a forest trail, you're on a winning streak when you ride a Honda XR.<sup>TM</sup>

Consider our legendary XR650R. We built the first production aluminum-framed motocross bikes back in 1997, and the 650 introduced the concept to our off-road bikes. The XR650R's frame combines the swingarm pivot and the rear engine mount into one unified structure for the basis of its unbelievable handling precision.

And the XR650R's engine is revolutionary. Liquid-cooled, it's a true dry-sump design. By separating the engine oil from the spinning crank and generator rotor, we eliminate windage losses, and also increase the XR's ground clearance to a humongous 12 inches. A dry sump means the engine revs quicker too. As for the liquid cooling, twin radiators do the job, and the stable coolant temperature means you can count on the XR650R to keep producing power all day long, even when it's so hot the snakes are sweating.



Even though it's a strong 649cc, primary kickstarting allows quick starts in any gear. A gear-driven counterbalancer means the XR650R is incredibly smooth, even flat out in fifth. And with new Honda Racing-inspired colors and graphics on every XR in 2004, the XR650R looks like a Red Rider should. If you want an awesome open classer with Baja in its blood and winning on its mind, step up to a Honda XR650R.

**XR650L** Sure, a dual-sport has to be street-smart. But it also has to be dirt-savvy. Most bikes compromise, but not the Honda XR650L. We designed the Honda XR650L as a great dirt bike, and only then did we add the parts to make it street-legal. On the street, its gear-driven counterbalancer minimizes vibration. In the dirt, its rugged steel chassis and dry-sump RFVC<sup>TM</sup> (Radial Four Valve Combustion chamber) 644cc air-cooled engine deliver the handling, performance and reliability that off-road riding demands. Its five-speed transmission has the gears you need, and if you're fed up with kickstarting, relax. The XR650L has a proven electric-starting system.

With a 43mm air-adjustable leading-axle Showa<sup>®</sup> fork featuring 16-position compression damping and Pro-Link<sup>®</sup> rear suspension with 20-position rebound and compression damping, the XR650L doesn't compromise. Aggressive dual-purpose front and rear tires deliver superb performance both on- and off-road. That means you can ride comfortably on smooth interstate asphalt or gnarled-out trails—and everything in between.





**XR400R** Honda's XR400R may well be the best all-around dirt bike ever. First off, it features a 397cc air-cooled dry-sump single-cylinder engine with a gear-driven counterbalancer to lessen vibration. Hard starting will never be an issue, because the XR400R has an automatic decompression system. A strong steel chassis with a computer-designed semi-double-cradle frame also acts as the engine's oil reservoir. Like the XR650R, the XR400R uses a swingarm pivot that runs through both the frame and the rear of the engine cases, doubling up as the rear engine mount and tying engine and chassis together. If you're ready to rule the off-road, do it on America's most popular 400-class off-road bike: the Honda XR400R.

**XR250R** Overall, the XR250R is one of the best values in off-road bikes. It's small and light, making it an impressive performer on those tight, technical sections. Its strong-hearted dry-sump 249cc air-cooled engine delivers excellent torque and horsepower, especially at low-end and midrange rpm.

The 41mm Kayaba® hybrid cartridge fork uses thin-wall extruded aluminum sliders with bonded bottom-case units, and the Pro-Link rear suspension has a fully adjustable premium Kayaba shock. So whether you're new to the sport or you've been riding since the Earth's crust cooled, the XR250R is going to be a great choice.



XR250R



XR400R

### Quick-Service Cover



Got a few minutes to service your clutch? All it takes is one T-handle to remove this quick-service cover. It's almost as easy as changing a spark plug, and you never have to touch the sidecover gaskets.



### Master Cylinder

The race-spec front-brake master cylinder shown here is just one of the trick factory parts that comes on the XR650R, 400R and 250R. They're ready to ride without any expensive add-ons or extras.



	<b>XR650R</b>	<b>XR650L</b>	<b>XR400R</b>	<b>XR250R</b>
<b>Engine</b>	649cc SOHC liquid-cooled single-cylinder	644cc RFVC air-cooled single-cylinder	397cc RFVC air-cooled single-cylinder	249cc RFVC air-cooled single-cylinder
<b>Bore and stroke</b>	100.0 x 82.6mm	100.0 x 82.0mm	85.0 x 70.0mm	73.0 x 59.5mm
<b>Compression ratio</b>	10.0:1	8.3:1	9.3:1	10.2:1
<b>Carburetion</b>	Keihin® 40.0mm piston-valve	42.5mm diaphragm-type CV	36.0mm piston-valve	30.0mm piston-valve
<b>Ignition</b>	Solid-state CD with electronic advance	Solid-state CD with electronic advance	Solid-state CD with electronic advance	Solid-state CD with electronic advance
<b>Transmission</b>	Five-speed	Five-speed	Five-speed	Six-speed
<b>Final drive</b>	#520 O-ring-sealed chain; 14T/48T	#520 O-ring-sealed chain; 15T/45T	#520 O-ring-sealed chain; 15T/45T	#520 O-ring-sealed chain; 13T/48T
<b>Front suspension</b>	46mm leading-axle Kayaba cartridge fork with compression- and rebound-damping adjustability; 11.2-inch travel	43mm air-adjustable leading-axle Showa cartridge fork with compression-damping adjustability; 11.6-inch travel	43mm leading-axle Showa cartridge fork with compression- and rebound-damping adjustability; 11.0-inch travel	41mm leading-axle Kayaba cartridge fork with compression-damping adjustability; 10.6-inch travel
<b>Rear suspension</b>	Pro-Link Kayaba single-shock with spring-preload, compression and rebound-damping adjustability; 12.1-inch travel	Pro-Link Showa single-shock with spring-preload, compression and rebound-damping adjustability; 11.0-inch travel	Pro-Link Showa single-shock with spring-preload, compression and rebound-damping adjustability; 11.8-inch travel	Pro-Link Kayaba single-shock with spring-preload, compression and rebound-damping adjustability; 10.6-inch travel
<b>Front brake</b>	Single disc with twin-piston caliper	Single disc with twin-piston caliper	Single disc with twin-piston caliper	Single disc with twin-piston caliper
<b>Rear brake</b>	Single disc with single-piston caliper	Single disc with single-piston caliper	Single disc with single-piston caliper	Single disc with single-piston caliper
<b>Front tire</b>	80/100-21	3.00-21	80/100-21	80/100-21
<b>Rear tire</b>	110/100-18	4.60-18	110/100-18	100/100-18
<b>Wheelbase</b>	58.3 inches	57.3 inches	56.1 inches	55.1 inches
<b>Rake</b>	27.8°	27.0°	25.3°	24.8°
<b>Trail</b>	4.3 inches	4.0 inches	3.7 inches	3.6 inches
<b>Seat height</b>	36.8 inches	37.0 inches	36.6 inches	36.0 inches
<b>Ground clearance</b>	12.0 inches	13.0 inches	12.2 inches	12.4 inches
<b>Dry weight</b>	277 pounds	324 pounds	257 pounds	240 pounds
<b>Fuel capacity</b>	2.6 gallons, including 0.5-gallon reserve	2.8 gallons, including 0.6-gallon reserve	2.5 gallons, including 0.4-gallon reserve	2.4 gallons, including 0.5-gallon reserve
<b>Honda Genuine Accessories™</b>	HRC® power-up kit, 17-inch work stand	17-inch work stand	HRC power-up kit, 17-inch work stand	17-inch work stand

**WHAT'S IN A NAME?** When you choose a new Honda XR or XRL, you've done more than just pick a great way to enjoy life on two wheels. You've become a member of the Honda family. And that means your fun is just beginning. On the next page, we've listed some of the programs available to you as a Honda owner, each one designed to help you enjoy your new Honda as much as possible. Just ask your Honda Dealer for more details. And welcome to the Honda family—we look forward to riding with you.

**BE A RESPONSIBLE RIDER.** Riding a motorcycle is an exercise in responsibility—to yourself, to others, to the environment and to the sport. So remember, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol, and never use the street as a racetrack. Inspect your

XR or XRL before riding, read your owner's manual, and check your HRCA® guide or the HRCA website concerning reimbursement through the Honda Rider's Club of America™ for Motorcycle Safety Foundation rider training.

Always obey local laws, use common sense, and respect the rights of others when you ride. Make sure you have a proper license when riding your XR650L on public roads, always obtain written permission before riding on private land, and remember, Honda's XR650R, XR400R and XR250R are designed exclusively for off-road operator-only use.

Whenever you ride off-road, make sure you follow all the "TREAD LIGHTLY" guidelines, and always stay on established trails in approved riding areas. Keep your riding areas clean, and never modify your motorcycle's silencer, spark arrestor or exhaust system.



## ENVIRONMENTAL COMMITMENT

At Honda, we believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs, scooters and personal watercraft. We already produce models that exceed the stringent 2008 CARB emissions requirements years ahead of schedule. And that's the kind of performance everybody can appreciate.

## PROGRAMS THAT PERFORM

You chose your new Honda XR or XRL because it has so many great features. But there's more—a lot more. Like all of the programs available to you as a Honda owner. Take the **Honda Protection Plans**, for example.\*\* They let you extend virtually all of your Honda's great warranty coverage. Then there's the **Honda Rider's Club of America**.† Open to all Honda owners,†† the real-world benefits alone make it a bargain. Just call 1-800-847-HRCA. Interested in some accessories to make your XR or XRL even more fun? Make sure you check out our selection of **Honda Genuine Accessories**. Time for service? Be sure to ask for **Pro Honda™ Oils and Chemicals**. And if you're looking for a way to pay for your new Honda XR or XRL, we've got two great suggestions. First, ask about the **American Honda Finance Corporation**.‡ If you're a qualified buyer, your dealer can set everything up for you right in the showroom. Another easy way is to put it on the **Honda Card™** revolving charge card.‡‡ You can use the Honda Card to purchase Honda parts and Honda Genuine Accessories too. And make sure to ask your Honda Dealer about MSF rider training, because sooner or later, **Stupid hurts®**. Hey, we think our family of Honda off-road motorcycles is the best there is. And we think you deserve the best programs and support to go with them.

Specifications, programs and availability subject to change without notice. See your Honda Dealer for details on all programs. All specifications in this brochure—including colors, warranty terms, HRCA, etc.—apply only to models sold and registered in the United States. ◇Mounting brackets required. †Maximum reimbursement \$75. ††The Honda Protection Plans are administered by the American Honda Service Contract Corporation in the state of Florida. †One-year complimentary membership for new, unregistered motorcycles purchased from participating dealers in the U.S. ††Excludes personal watercraft (PWC). ‡Financing available on approved credit by AHFC. ‡‡Financing available to qualified customers subject to credit approval from GE Retail Sales Finance on the Honda Card program at participating dealers. California versions may differ slightly due to emissions equipment. Rearview mirrors are standard equipment on all Honda streetbikes. Performance First,™ Shadow,® Shadow Sabre,™ Sabre,™ Shadow Spirit,™ VT,™ Honda Genuine Accessories,™ HRCA,® Honda Rider's Club of America,™ Pro Honda,™ Honda Card™ and Stupid hurts® are trademarks of Honda Motor Co., Ltd. ©2003 American Honda Motor Co., Inc. (9/03) Printed in the U.S.A. A1971



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