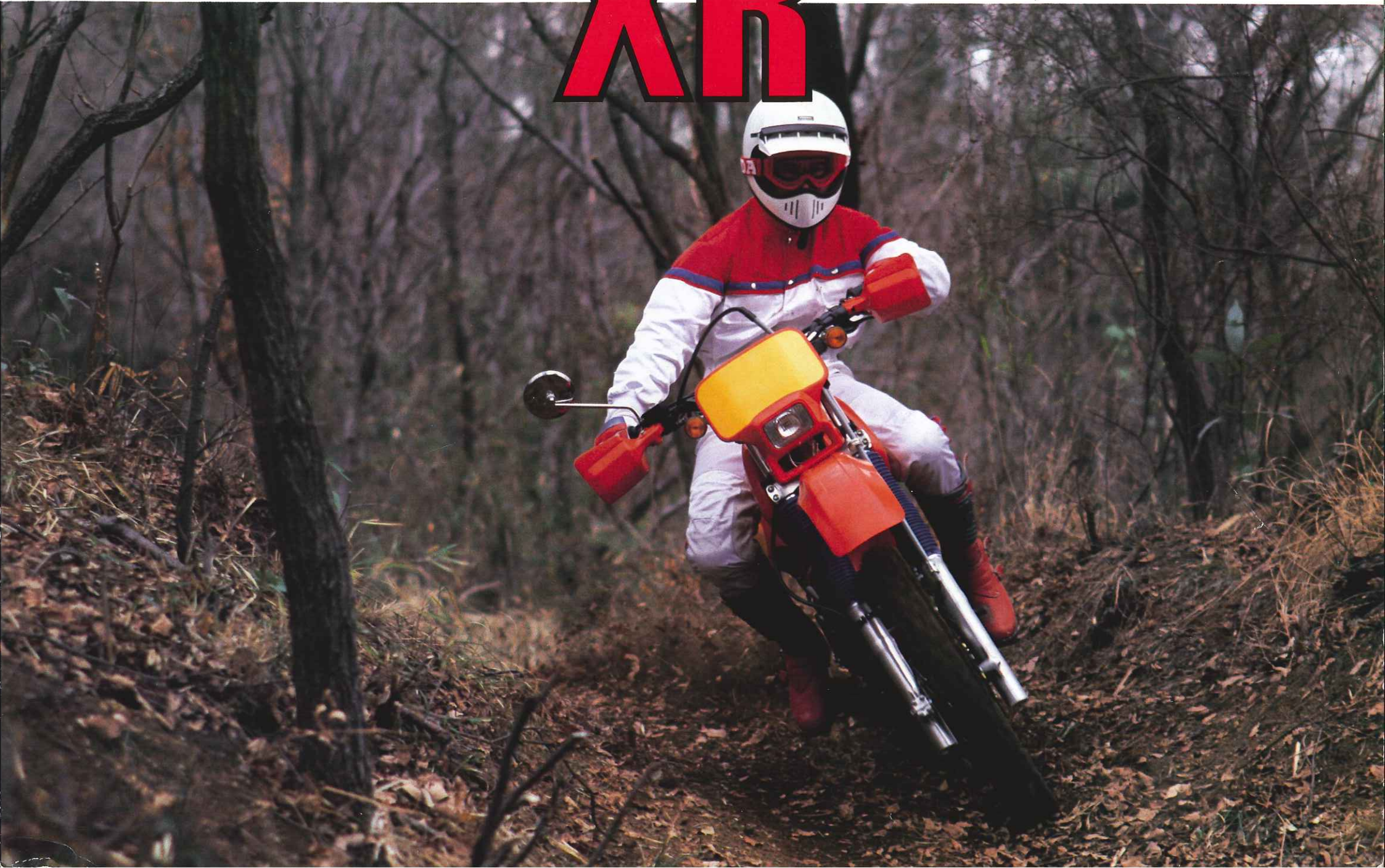


HONDA[®]
WORLD'S LARGEST MOTORCYCLE MANUFACTURER

XR^{350R}



Singularly Fast!

It is said of motorcycle competition, that enduro racing is the severest test of men and machines. Courses are brutal, the competition intense. Bikes, pushed to the limit, are battered mercilessly, relentlessly. In this harshest of environments, every component, every mechanism, every part of a machine must be tough, light and competitive. Thus, when Honda's XR350R was declared the most successful middle-displacement enduro machine of 1984, it was a most significant honor. The secret? Lightweight, impeccable handling, forgiving suspension and a potent yet well mannered 4-stroke RFVC engine. Particularly at home on tight, wooded courses, the XR was both extraordinarily competitive and great fun to ride; a tractable, well mannered machine as daring as a person wanted it to be. Now, for 1985 it's even lighter and easier to ride. The suspension is Honda's best; Pro-Link on the rear, a long stroke fork on the front, the engine's been further modified, and dry weight's been slashed to an incredible 112kg. Honda's unique new digital enduro meter is fitted to keep track of time. From amateur to professional, at play or in competition, the XR350R is the winning ride for 1985.



The model shown is for the Australian market. European market models are not equipped with indicators or the digital enduro meter and the number plate bracket and headlight shape differ.

Tough, Competitive RFVC Engine

Enduro competition begins with engines. Thus, the XR is powered by Honda's RFVC (Radial Four Valve Combustion chamber) engine. Its design combines the two most potent 4-stroke engine configurations known; a 4-valve head and a hemispherical combustion chamber. The resulting power is awesome. To optimize low- and mid-range punch, the bore/stroke ratio was altered, and a tapered intake tract adopted. A massive 34mm piston valve carburetor was fitted, as well, to better meter out that low-end brawn so effective and controllable on wooded trails. From rev one straight through to redline, this engine's all muscle. Pumping the power through to the ground is a smooth shifting 6-speed transmission.

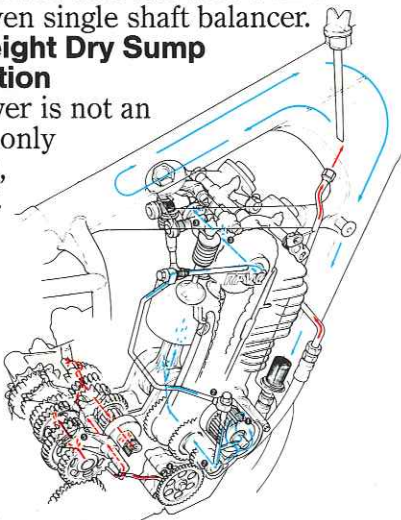
After long hours of racing, rider fatigue becomes a primary factor in the competition and even starting a big single can become a major effort. But not on the XR. Thanks to an automatic compression release and CDI ignition, the bike starts quick and sure. Vibration, too, induces fatigue. Honda solved that one with a small gear driven single shaft balancer.

Lightweight Dry Sump Lubrication

Raw power is not an engine's only criterion, however.

Dry Sump Lubrication System

Oil flows in order of numbers



A pressing problem with 4-stroke enduro machines has been their oil sump. It mounts under the engine, and designers have had to compromise either ground clearance or the machine's center of gravity to fit it in the frame. Honda solved the problem with dry sump lubrication utilizing the backbone and cradle pipes of the frame (see illustration). The XR now has a lower center of gravity, yet ground clearance remains exceptional. And, the remote oil sump helps maintain constant oil temperature for more stable power output.

Macho Suspension

The power of the XR's incredible engine hits the ground through Honda's own Pro-Link rear suspension. Developed on Honda's factory motorcrossers, the system's got 14 compression and 4 rebound damping adjustments. Keeping that power on the ground requires fast, accurate suspension response. And the XR's got it with a tough box-section aluminium swingarm mounted in needle roller bearing pivots that reduce friction loss. The system boasts a whopping 285mm of axle travel.

In front, a rigid, 41mm diameter air-assist leading axle fork with an incredible 280mm of axle travel chews up the roughest enduro course. The fork mounts on rugged taper roller steering head bearings. A hollow aluminium rim reduces unsprung weight.

Race Brakes

Stoppers are a key factor in grueling enduro competition. And so the XR is fitted with brakes straight from Honda's factory bikes. The front brake is a light, high-performance hydraulic disc with a dual-piston caliper and

braided stainless steel hose. In the rear is a large diameter leading/trailing drum. Combined, the brakes are confidence inspiring and most effective.

Ultra Lightweight

Not content with the XR's outstanding success last year, Honda made several improvements. A tough, new super-light semi-double cradle frame was adopted. The engine covers are magnesium. Even the kick-starter was forged of duralumin. The result is an incredible 112kg dry weight. And you thought it was light last year.

Unique New Digital Enduro Meter

In the heat of enduro competition, precious seconds can be spent computing time and mileage. Honda gives you that valuable time back. The XR is equipped with a unique new digital meter. The ruggedly constructed, weather protected meter with its large liquid crystal display mounts in place of a normal speedometer. Functions include clock, trip meter and speedometer. Either clock and trip-meter or clock and speedometer can be displayed together. The tripmeter can be calibrated midrace, in two digits, to match official figures.

1. Tripmeter/clock 2. Speedometer/clock 3. Calibration mode



Competitive Right Out of the Box

At play or in competition, the XR was designed for one purpose; to win. Features such as snailcam chain adjusters that don't fall off when the axle is removed and an easy to remove aircleaner cover make mid-race maintenance fast and sure. A lightweight skidpipe that shrugs off mud, a side-pull throttle, seat-over-tank design and a storage box make it competitive right out of the box.



Fixed snailcam chain adjusters.

In fierce middleweight enduro bouts, there's one machine that's consistently out in front; Honda's XR350R. So make this your winning year. Ride it.

FEATURES:

- RFVC 4-stroke single cylinder engine for optimum performance.
- Rugged, smooth shifting 5-speed transmission.
- Simple, lightweight dry sump lubrication for lower engine mounting and center of gravity.
- New frame, magnesium crankcase covers and forged duralumin kickstarter reduce weight to a minimum.
- Rigid, large diameter 41mm leading axle forks mount on rugged taper roller steering head bearings.
- Modified Pro-Link ratio and rigid, lightweight aluminium swingarm give 285mm of axle travel.
- Light, high performance front disc brake with dust-piston caliper.
- Convenient lever adjuster fits the front brake lever to your hand.
- Fixed snailcam chain adjusters for quick mid-race tire repair.
- Unique, new digital meter with speedometer, clock, tripmeter, and calibrator.
- Powerful 35W headlight.

XR350R (U type) Specifications

Engine	OHC 4-stroke 4-valve RFVC single
Bore & Stroke	84 × 63.8mm (3.31 × 2.51in)
Displacement	353cm ³ (21.54in ³)
Compression Ratio	9.5 : 1
Carburetor	34mm (1.34in) piston valve
Max. Horsepower	34PS/7,500rpm (DIN)
Max. Torque	3.42kg-m/6,000rpm
Ignition	Capacitor discharge
Starter	Primary kick
Transmission	6-speed
Final Drive	'O'-ring sealed chain
Dimensions (L × W × H)	2,120 × 910 × 1,200mm (83.5 × 35.8 × 47.2in)
Wheelbase	1,430 (56.3in)
Seat Height	920mm (36.2in)
Ground Clearance	320mm (12.6in)
Fuel Capacity	9.5 liters (3.7 US., 2.1 Imp. gal.)
Wheels	Aluminium rim/wire spoke
Tires	Front 3.00-21 6PR knobby Rear 5.10-17 6PR knobby
Suspension	Front Air-assist 41mm (1.61in) leading axle fork, 280mm (11.0 in) axle travel Rear Pro-Link with adjustable compression and rebound damping, 285mm (11.2in) axle travel.
Brakes	Front Disc with dual-piston caliper and sintered metal pads Rear Leading/trailing drum
Dry Weight	112kg (246.9 lb)

Honda machines sold in your area are those most suited to local conditions. Specifications and appearance may differ slightly depending on markets and are subject to change without notice. For details, please consult your nearest Honda dealer.

