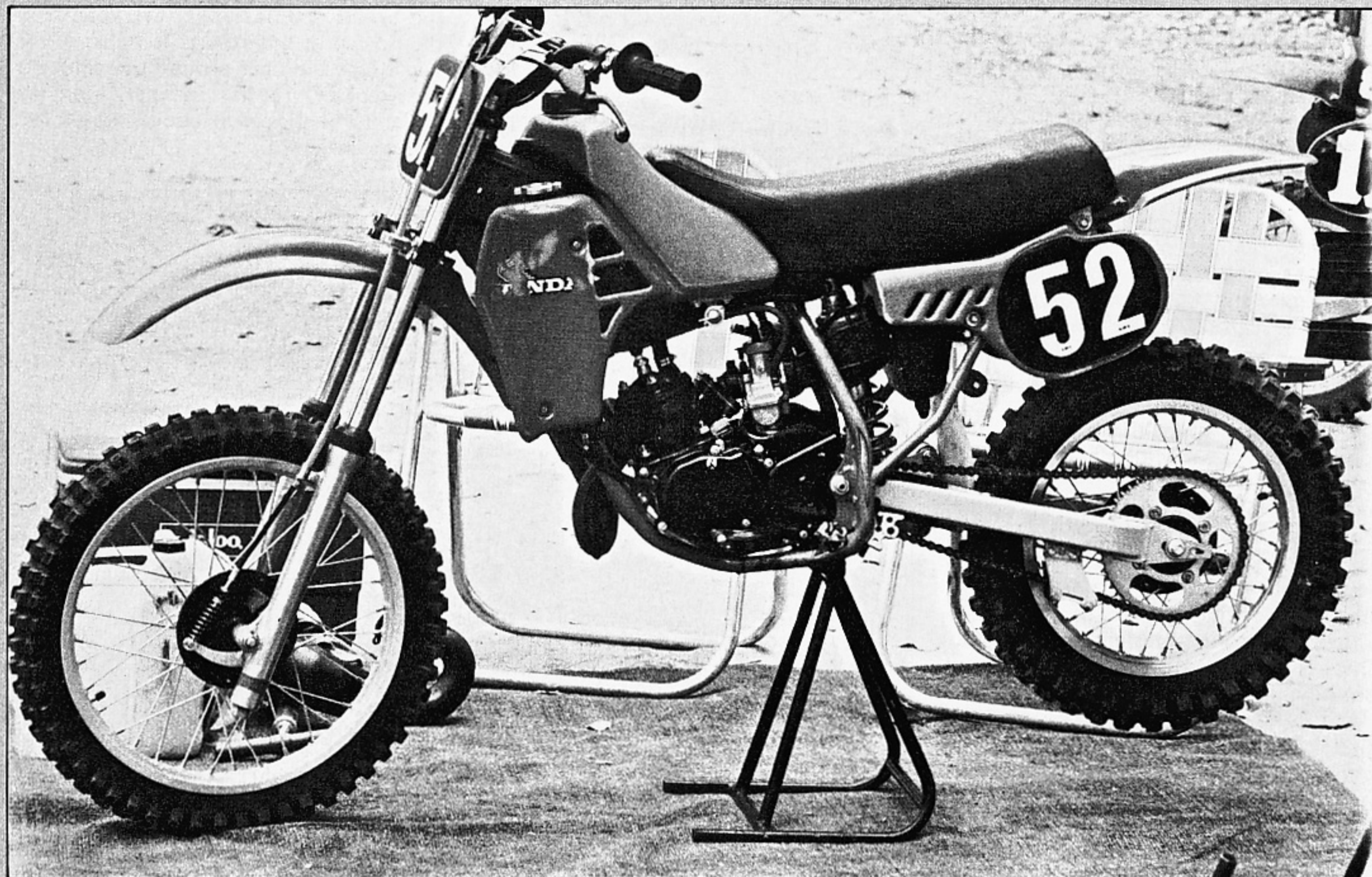


1983 WATER-COOLED HONDA 80

Sneak peek at next year's bike

By the Staff of Dirt Bike



Hot bananas! This is what we feel is a pre-production 1983 80cc Honda CR. Obviously, it's water-cooled and has a totally fresh appearance. A safety seat rides up on the contoured tank and very long-travel forks are apparent.



Here's a rear angle view of the 60. A safety seat and worklike tank can be seen, as well as a Pro-Link rear suspension. The engine is air-cooled and seems like a basic, ordinary two-stroke; we didn't ride the bike, so we have no guesses on performance.

□ If our eyes weren't fooling us, it looks as if Yamaha will not be the only water-cooled 80 miniracer next year. The DB staff just happened to stumble on a Honda Research and Development crew one weekday afternoon.

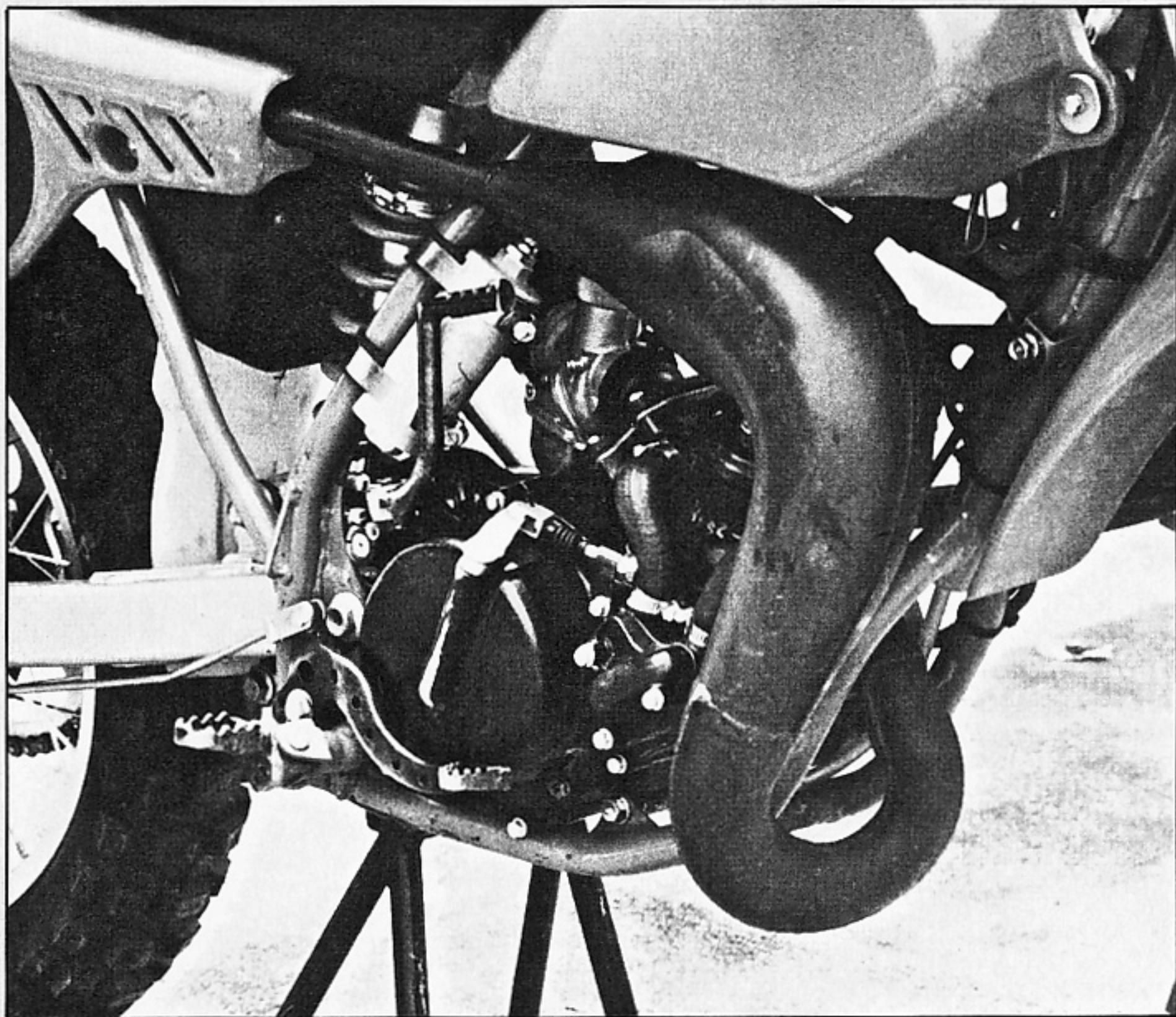
With the aid of a very long telephoto lens, we were able to get these shots of the bikes. When the Honda people finally noticed our photographer, they immediately covered up the bikes and loaded them into a van. Questions were asked, but no answers were given.

Of special interest is that one of the bikes shown here is an 80cc water-cooled racer and the other appears to be a 50cc or 60cc bike . . . probably a 60. Surprisingly, the 60 (?) is also Pro-Link suspended, just like the bigger bike.

The 80 looks very trick, with factory-appearing plastic and lots of detail refinement. Travel appears to be close to ten inches and the bike sounds absolutely ferocious. □



Here's another angle that shows the radiator placement. Very heavy gussets can be seen on the steering head, with lots of holes for weight reduction. The tires are new two-ply high-performance mini specials and appear to be Bridgestones.



Right side view of the engine shows the pump and hoses. Radiator is mounted on the left side, much like a Kawasaki 125. Pipe is tucked in nicely. Remote reservoir can be seen attached to the upper frame tube.



Seen from the front, the radiator sticks out a bit less than a typical Suzuki set-up. Numberplate will probably be different on the production version, with more protection down low and slots for air passage.