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OFFROAD



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Streetbike technology has taken the Interceptor a long way. Now it's your turn.

For nearly two decades, the Interceptor® has been defining the high point of streetbike technology. V-4 engines. Perimeter frames. And, most recently, the VFR™800FI VTEC™ advantage—the engine shifts from two-valve mode (low-rpm economy and midrange power) to four-valve mode (high-rpm peak power and efficiency). When your Interceptor's VTEC engine shifts modes, you'll know it. And it's like nothing you've ever experienced.

VTEC is only a part of why the Interceptor performs so well. At heart, it remains true to the concepts that have always made the Interceptor the favorite of discriminating and knowledgeable riders.

For example, the Interceptor is built around an engine that combines the easy-to-use torque of a V-twin and the high-revving performance of an inline-four in one legendary engine: the Honda V-4. Four cylinders arranged in a 90-degree V configuration, four valves per cylinder, double overhead camshafts, and a 3-D digital fuel-injection system featuring our 12-hole injectors. Its power is positively seamless, running through a 180-degree crankshaft with only three main-bearing journals to cut frictional losses—which means even more acceleration. The aluminum cylinder liners use powdered-metal technology for light weight, better heat transfer and an expansion rate that matches the aluminum pistons'. Along with VTEC, a three-way exhaust catalyzer and an air-injection system help the Interceptor run cleaner.

Let's not forget the Interceptor's chassis. Like our Super Hawk™, the Interceptor uses Honda's tuned twin-spar aluminum frame, with the swingarm pivoting directly through the engine cases. Its long, single-sided Pro Arm® aluminum swingarm is unique—right off the endurance-racing circuit.

When you're riding an Interceptor the last thing you want to do is stop, but when you need to, you'll have the braking power. The Interceptor showcases our latest Linked Braking System™ (LBS™) for consistent braking under a wide range of conditions. And we're offering an optional model with our Anti-lock Brake System (ABS).

Once you've been introduced to the Interceptor, you'll understand how far streetbike technology has come.



Top: Twin-spar aluminum frame.

Center: "Center-Up" exhaust system.

Bottom: Bike shown with optional Anti-lock Brake System (ABS).





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The VTX Experience - How much can you handle?

The first time you start one, you'll swear it's alive. These are machines that transcend the word "motorcycle." Let's talk about sheer size first. Forget about comparing them to anything else on two wheels—that's laughable. The VTX1800s' exhaust valves are bigger than a P-51 Mustang's. Their crankshafts weigh more than 40 pounds. Their displacement per cylinder is greater than a 426 Hemi's. Their wheelbases are longer than anything we've ever built.

These bikes are so awesome, we couldn't build just one model. So take your pick. The original VTX1800C has a look all its own, with a two-into-one exhaust, footpegs, bar-mounted instruments and trim styling. Then there are the VTX1800S and VTX1800R with their unique retro look. Floorboards with heel-and-toe shifter. Two-into-two exhaust. Tank-mounted instruments. Deep, valanced fenders. Bigger, wider fuel tank.

The major difference? The VTX1800R rolls on custom cast wheels, and the VTX1800S gets spoked wheels. And now we're introducing the VTX1300S, with its wire wheels, floorboards and tank-mounted instruments. They've all got the kind of power that you'll swear leaves ripples in hot asphalt.

The VTXs are bikes that belong on the show circuit, but they're right there in your dealer's showroom—or in your own garage. Think you can handle being the center of attention? Well, you'd better get used to it.

Think power. Think comfort. Think style.

There's more to our line of VTX V-Twin Xtreme performance cruisers than just power. A lot more. These are the most extreme cruisers ever built. They're probably the world's most extreme streetbikes, period. They're machines that have already rocked the motorcycling world in a very big way.

They're comfortable. They handle superbly. They're as much fun to ride across the country as they are just cruising the boulevard. A VTX won't even breathe hard with a passenger.

The VTXs' low seat heights, low centers of gravity and huge amounts of torque make them excel under just about every riding condition imaginable. The idea behind them goes back to our own Zodia, a stunning concept cruiser that combined hot-rod power and elemental styling in a way only one-off customs had. The VTXs don't just push the envelope of custom styling and performance—they blow the whole cruiser scene wide open.



Top: Displaying VTX's low seat height and low center of gravity.

Center: Showing off the combination of hot-rod power & elemental styling.

Bottom: The VTX excels under just about every riding condition imaginable.





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

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.

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.

ENGINE

Engine Type: 249cc air-cooled dry-sump single-cylinder four-stroke
Bore and Stroke: 73.0mm x 59.5mm
Compression Ratio: 10.2:1
Valve Train: SOHC, four-valve RFVC
Carburetion: 30mm piston-valve
Ignition: Solid-state CD with electronic advance

DRIVE TRAIN

Transmission: Six-speed
Final Drive: #520 O-ring-sealed chain; 13T/48T

CHASSIS / SUSPENSION / BRAKES

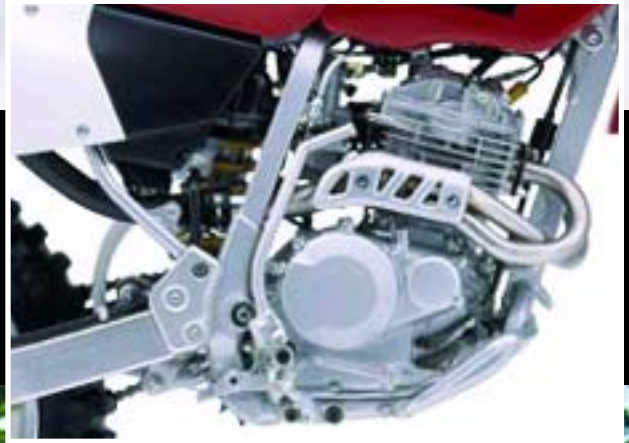
Front Suspension: 41mm leading-axle Kayaba cartridge fork with 20-position compression-damping adjustability; 10.6-inch travel
Rear Suspension: Pro-Link Kayaba single-shock with spring-preload, 20-position compression- and 20-position rebound-damping adjustability; 10.6-inch travel
Front Brake: Single disc with twin-piston caliper
Rear Brake: Single disc
Front Tire: 80/100-21
Rear Tire: 100/100-18

DIMENSIONS

Rake: 24.8 degrees
Trail: 92.0mm (3.6 inches)
Wheelbase: 55.1 inches
Seat Height: 36.0 inches
Ground Clearance: 12.4 inches
Dry Weight: 240.0 pounds
Fuel Capacity: 2.4 gallons, including 0.5-gallon reserve

OTHER

Emissions: California version differs slightly due to emissions equipment.
Available Colors: Red
Model ID: XR250R



Top: The XR250R is small and light.

Center: 249cc air-cooled engine.

Bottom: Delivers excellent torque and horsepower.

