



# NSR50/NSR75

## *Introduction*

The NSR50 and NSR75 pack all the looks and excitement of Honda's all-conquering GP racers into their compact, fully faired forms. Featuring many of the high-performance features found on the bigger bikes, yet with a smaller size that's easy for just about anyone to enjoy, the little NSRs help fill the fantasies of young would-be racers who have a taste for fun and things out of the ordinary.

A new benchmark in its class, the NSR50 has already become the inseparable friend of the young Doohan fans and the tireless bikers during the week. Its oversize perimeter frame gives manic road-holding and agility. Fitted with top-of-the-range hydraulic forks and single shock absorber the NSR is capable of 'tracking' precisely as well as

flying over urban cobblestones, catapulting its rider comfortably into pole position ... in front of the school railings! Its hi-tech engine has electronic ignition, a six speed box and liquid cooling, a lot more than you need to make the scooters and mopeds look silly! But what does any of that matter when you are the son of a V4 500 world champion!

*Manufactured in Italy - SUPER SPORT*



NSR50-75 - 20001 - E



## NSR50/NSR75

### *Colouring Concept*

For the year 2000, the NSR mini-racers move to the starting line in three exciting colour combinations that carry over from the previous year to visually reinforce their fighting spirit. First off the blocks is a stunning metallic blue that strongly calls to mind Honda's winning Works racing colours. Next up is

a blazing variation on Honda's traditional racing tricolor, while a solid black variation takes the third position on the starting grid with a dark pattern of purplish flames gracing its curves to imbue this little Super Sport with a dashing twist of city-bred style.

#### **Colours**

- Granada Blue Metallic
- Sparkling Red
- Black





## NSR50/NSR75

### Close-up

#### Features

- With attention paid to the smallest detail and very well equipped, the Honda NSR50 has the best features to make it stand out in its category.
- Its appearance, its running gear and its bodywork draw direct inspiration from the top-of-the-range CBR900RR FireBlade.
- Its steel perimeter frame adopts technology used by the best Honda sports machines. Rigid, light and benefiting from very sharp geometry, it gives the NSR rock-steady road-holding and formidable agility.
- Water-cooled, its single cylinder engine is cut out as much for pure performance as for user-friendliness. Its 6 speed box which combines speed and precision is perfectly matched to a smooth and progressive clutch. Its expansion box, of a highly sophisticated design, together with the electronic ignition, known for its reliability, provide the NSR50 with the optimum output.
- Its two hydraulic disc brakes (256mm diameter at the front!) offer impressive power and progressiveness.
- Its forks with wide tubes and its luxury central shock absorber contribute to the exceptional road-holding of the NSR without in any way sacrificing comfort.
- Its integral fairing protects the rider very effectively while endowing the NSR with first-rate aerodynamics.
- The NSR50 is fitted with Pirelli MT75 tubeless tyres which are grippy and generously sized.
- To enhance its sporty looks, the NSR50 is also fitted with five spoke tubeless rims ... like its big brothers.
- It has a two step saddle with a sporty look which lets the rider wedge himself in when accelerating.
- The half-handlebars are fit for a racing bike. Located over the top T bar, they maintain a comfortable riding position.
- The NSR50 is perfectly suited to riding two-up. Its saddle and grab handle are extremely ergonomic, the passenger footrests are fitted to brackets welded directly to the frame, rather than the swing arm, all of these provide the best assurance of comfort.
- The instruments fitted on GP style foam are most comprehensive. They include the speedometer, rev counter, a water temperature gauge, a set of warning lights for the main beam, the indicators, neutral shift position, oil ... and the stand! The NSR is fitted with an interlock preventing it from being started unless the stand is retracted.
- The NSR is provided with equipment normally seen on bikes of greater engine size, and which place it, in this aspect as well, way ahead of the competition. The ignition switch enables the steering to be locked when the ignition is switched off. There is a small compartment under the saddle which can take waterproof trousers. Grab handles on the side can be used to hook on bungee straps. The magnificent aluminium fuel filler cap is lockable. Mirrors are far enough apart to give a full view of traffic.



NSR50/NSR75

## Colour Overview

1999



NSR50-75 - 20004 - E



# NSR50/NSR75

## Specifications

### Specifications

### NSR50 (SP-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	39 × 41.4mm
Displacement	49.4cm <sup>3</sup>
Compression Ratio	7.2 : 1
Carburettor	16mm piston-valve type
Max. Power Output	1.25PS/4,500rpm (DIN) (0.92kW/4,500min <sup>-1</sup> )
Max. Torque	0.25kg-m/3,000rpm (DIN) (2.5Nm/3,000min <sup>-1</sup> )
Ignition	Capacitor discharge (CDI)
Starter	Primary kick
Transmission	6-speed
Final Drive	Roller chain
Dimensions (L×W×H)	1,905 × 675 × 1,085mm
Wheelbase	1,288mm
Seat Height	780mm
Ground Clearance	140mm
Fuel Capacity	12 litres
Wheels	Front 17 × MT2.15 cast aluminium Rear 17 × MT2.75 cast aluminium
Tyres	Front 90/80-17 48P (tubeless) Rear 100/80-17 52P (tubeless)
Suspension	Front 31mm hydraulic telescopic fork, 118mm axle travel Rear Pro-Link swing arm, 123mm axle travel
Brakes	Front 256 × 4mm hydraulic disc with dual-piston calliper Rear 220 × 4mm hydraulic disc with single-piston calliper
Dry Weight	97kg

All specifications are provisional and subject to change without notice.



# NSR50/NSR75

## Specifications

### Specifications

### NSR75 (SP-type)

Engine	Liquid-cooled 2-stroke single
Bore × Stroke	48 × 41.4mm
Displacement	74.9cm <sup>3</sup>
Compression Ratio	7.2 : 1
Carburettor	18mm piston-valve type
Max. Power Output	12.2PS/9,750rpm (DIN) (9kW/9,750min <sup>-1</sup> )
Max. Torque	0.93kg-m/8,500rpm (DIN) (2.5Nm/3,000min <sup>-1</sup> )
Ignition	Capacitor discharge (CDI)
Starter	Primary kick
Transmission	6-speed
Final Drive	Roller chain
Dimensions (L×W×H)	1,905 × 675 × 1,085mm
Wheelbase	1,290mm
Seat Height	775mm
Ground Clearance	140mm
Fuel Capacity	12 litres
Wheels	Front 17 × MT2.15 cast aluminium Rear 17 × MT2.75 cast aluminium
Tyres	Front 90/80-17 46P (tubeless) Rear 100/80-17 52P (tubeless)
Suspension	Front 31mm hydraulic telescopic fork, 130mm axle travel Rear Pro-Link swing arm, 127mm axle travel
Brakes	Front 256 × 4mm hydraulic disc with dual-piston calliper Rear 220 × 4mm hydraulic disc with single-piston calliper
Dry Weight	98kg

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