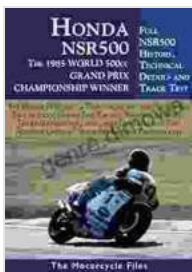


Honda NSR500 Grand Prix Racer: All Versions Compilation (1984-2002)

The Honda NSR500 is one of the most iconic motorcycles in the history of Grand Prix racing. From its debut in 1984 to its final race in 2002, the NSR500 dominated the 500cc class, winning multiple championships and setting numerous records.



HONDA NSR500 GRAND PRIX RACER - ALL VERSIONS COMPILATION 1984-2002: THE BEST OF THE GRAND PRIX 500cc TWO-STROKES (The Motorcycle Files)

★★★★★ 4.9 out of 5

Language : English
File size : 3924 KB
Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 144 pages
Lending : Enabled



This comprehensive guide covers all versions of the Honda NSR500 Grand Prix Racer, from the early RVF models to the RC211V that dominated the early years of MotoGP.

The Early Years: RVF (1984-1988)

The Honda NSR500 was born out of the success of the Honda RVF400, a 400cc V4-powered motorcycle that dominated the All-Japan Road Race

Championship in the early 1980s.

In 1984, Honda decided to develop a 500cc version of the RVF for Grand Prix racing. The new bike, known as the NSR500, featured a liquid-cooled V4 engine, a tubular steel frame, and a single-sided swingarm.

The NSR500 made its debut at the 1984 Dutch TT, and it immediately proved to be a competitive machine. Freddie Spencer won the first race on the NSR500, and he went on to win the 500cc World Championship that year.

The NSR500 continued to be a dominant force in Grand Prix racing throughout the 1980s. Eddie Lawson won the 500cc World Championship in 1984 and 1986, and Wayne Gardner won the title in 1987.

The Dominance of the RC211V (1999-2002)

In 1999, Honda introduced the RC211V, a completely new 500cc Grand Prix racer. The RC211V featured a V5 engine, a twin-spar aluminum frame, and a unit pro-link swingarm.

The RC211V was an immediate success. Alex Criville won the 500cc World Championship in 1999, and Valentino Rossi won the title in 2001 and 2002.

The RC211V was so dominant that it led to a change in the Grand Prix regulations. In 2002, the 500cc class was replaced by the MotoGP class, which allowed for 990cc engines.

Legacy

The Honda NSR500 Grand Prix Racer is one of the most successful motorcycles in the history of the sport. It won multiple championships and set numerous records, and it is still considered to be one of the greatest motorcycles ever built.

The NSR500 is a testament to the engineering prowess of Honda, and it is a bike that will continue to be admired by motorcycle enthusiasts for years to come.

Specifications

Model	Engine	Frame	Suspension	Brakes	Weight	Power
RVF (1984-1988)	Liquid-cooled V4, 499cc	Tubular steel frame	Front: 41mm Showa telescopic forks; Rear: Pro-Link with Showa shock	Front: Dual 310mm discs; Rear: Single 220mm disc	112 kg (247 lb)	130 hp (97 kW)
RC211V (1999-2002)	Liquid-cooled V5, 990cc	Twin-spar aluminum frame	Front: 43mm Showa telescopic forks; Rear: Unit pro-link with Showa shock	Front: Dual 320mm discs; Rear: Single 220mm disc	157 kg (346 lb)	250 hp (186 kW)

Race Results

Year	Rider	Team	Wins	Points	Position
1984	Freddie Spencer	Honda Racing Corporation	6	144	1st
1985	Eddie Lawson	Honda Racing Corporation	5	142	1st
1986	Eddie Lawson	Honda Racing Corporation	7	139	1st
1987	Wayne Gardner	Honda Racing Corporation	7	158	1st
1999	Alex Criville	Repsol Honda	6	261	1st
2001	Valentino Rossi	Repsol Honda	11	325	1st
2002	Valentino Rossi	Repsol Honda	11	355	1st

Gallery











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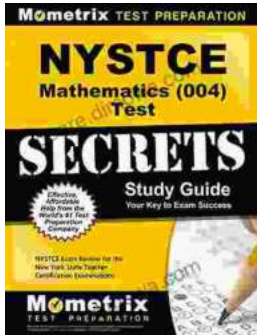
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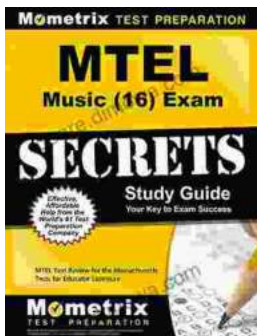
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