



**OFF ROAD** | 2024



## Winning starts here

At Honda, we don't believe in limits. And neither do our riders. This is why we have developed our range of CRF bikes: to be able to take on the toughest, most challenging courses in the world. Precision engineering, matched with unrivalled reliability, results in more time powering through dirt – each bike is packed full of cutting edge features and proven race winning technology.

Combine that with superb agility and light weight, they will keep you one step ahead of the competition – whether you're a seasoned pro or climbing the ladder.

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**CRF**  
450R

## Always ready to fight

We never, ever stop pushing. That's what it takes to fight at the front and thanks to constant HRC development and top-level feedback (from Tim Gajser leading our MXGP campaign and Ken Roczen battling both AMA Supercross and Pro Motocross) the CRF450R is now easier to ride faster, for longer. Its lightweight aluminium frame features a new, factory-rider spec. rigidity balance – from 2mm thicker front frame joints and upper shock mount, as well as new steel engine hangers – to produce a chassis that finds more front-end grip, is more stable yet steers razor-fast. The rear spring rate is now 2N/mm higher at 56N/mm, with increased rebound and compression damping to match for incredible control over bumps without feeling stiffer, while the Showa 49mm USD coil spring fork also has new damping to match.

So you can drive harder than ever off a corner. The engine, led by HRC development, is armed with 10.7% more torque at 5,000rpm, with an increase in smooth low-down power. A new, narrower intake port shape, longer air funnel and smaller 44mm diameter throttle body deliver higher-velocity gas flow. New ignition/injection ECU settings and valve timing taken straight from Gajser's #243 HRC machine create an incredibly usable powerplant completely at your command: Honda Selectable Torque Control (HSTC) offers 3 modes of power management for ultimate rear wheel traction. HRC Launch Control owns the first 100 metres while the Engine Mode Select Button (EMSB) tailors output to conditions.

The muffler is now made of tougher aluminium and much more boot-resistant but weighs the same. Minimal bodywork, with new graphics and special HRC logo, is both aggressive and practical – it's easy to move around and remove for maintenance. It's one small part of what makes the CRF450R the complete MX package. And it's where the HRC machine, that does a great deal of winning, starts from. The CRF450R redefines incredible.



Find out more at [\[insert local URL here\]](#)



FRAME

**TWIN-SPAR ALUMINIUM FRAME  
WITH HRC RIGIDITY BALANCE**

TECHNOLOGY

**HSTC** HONDA SELECTABLE TORQUE CONTROL

TRANSMISSION

**HYDRAULIC CLUTCH**

### Key Features

- ENGINE MODE SELECT BUTTON
- HRC LAUNCH CONTROL
- 105.8KG DRY WEIGHT
- 49MM SHOWA USD FORKS WITH 310MM STROKE
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTAL FATBAR

**CRF**  
450RX

## Our ultimate off-road weapon

Start with the best there is. Then make it better. With the updated CRF450R MX machine as a base the CRF450RX already has an advantage and along with the enduro-specific equipment – larger fuel tank, 18-inch rear wheel and sidestand – its aluminium frame and swingarm feature the same, factory-rider rigidity balance from beefed up front frame joints, upper shock mount and new steel engine hangers, to deliver more stability and sharper steering, with huge ground clearance. For use away from an MX track the Showa suspension uses an off-road specific set-up; creating perfect balance and control the fully adjustable 49mm steel spring front fork has been re-valved for less compression and more rebound damping while the rear shock now has a new, higher 56N/mm spring rate with compression and rebound damping increased to match. It doesn't feel stiffer – but you get more control and drive.

The engine too, is loaded with an extra 10.7% torque @ 5,000rpm thanks to HRC's engineers. It also makes more low-down power with even smoother throttle response. Narrower intake ports, a longer air funnel, smaller 44mm throttle body and Factory-spec. valve timing are responsible. The RX's unique ignition and injection ECU settings have also been updated for wide-ranging, off-road riding while the decompression system minimises stalling while the hydraulic clutch is tough, with light lever load. To resist boot damage, we've made the muffler out of tougher aluminium, with zero weight gain. Just like the CRF450R the RX features the Engine Mode Select Button (EMSB) which alters power and torque characteristics. 3-Level HRC Launch Control gives you options out of the start. And 3-Level Honda Selectable Torque Control (HSTC) keeps you moving forward. New graphics and special HRC logo mark it out.

Make no mistake, this is our total off-road missile. The CRF450RX punches hard everywhere and develops incredible speed over ground, from flat-out special tests to technical single tracks. And it'll do it all day.



Find out more at [\[insert local URL here\]](#)

TANK

**8 L**

REAR WHEEL

**18-INCH**

TECHNOLOGY

**HSTC** HONDA SELECTABLE TORQUE CONTROL

### Key Features

- HRC LAUNCH CONTROL
- ENGINE MODE SELECT BUTTON
- HYDRAULIC CLUTCH
- ELECTRIC STARTER
- ALUMINIUM SIDESTAND
- ADJUSTABLE RENTAL FATBAR AND KNUCKLE GUARDS





## Cut lap times It's what we do

The 250 MX class moves fast. We move faster. So, the CRF250R has the exact same HRC-developed chassis as the winning CRF450R. As a result, it's a lightweight weapon packing sharp steering geometry and tuned lateral frame rigidity with a swingarm to match. Precise settings for the Showa suspension – plus 310 stroke for the 49mm USD fork – and lightweight spring in the shock deliver incredible traction front and rear, smooth bump absorption and plush rut-riding ability.

You'll want to put this amazing chassis to good use. The CRF250R's 249.9cc DOHC engine builds extra low-down punch below its amazing mid-range and top-end hit. The cylinder head design boosts oil flow and high-rpm valve accuracy, while the piston and con-rod are optimised. A 9-plate clutch manages output efficiently and the gearbox is sweet-shifting, with ratios tailored to transmit power. To keep you ahead HRC Launch Control helps nail the start while 3-Mode EMSB (Engine Mode Select Button) adjusts power delivery.

A compact seat design and slim, minimal bodywork open up movement and the Renthal Fatbar adjusts position to suit your style. Sharp new graphics and a special HRC logo define out competition-ready intent. If you want to cut lap times make the CRF250R your weapon of choice. It's what it's built for.



Find out more at [\[insert local URL here\]](#)

FRONT FORK

**49 mm SHOWA USD**

TECHNOLOGY

**3 RIDING MODES**

TECHNOLOGY

**HRC LAUNCH CONTROL**

### Key Features

- 249.9CC 4V DOHC ENGINE
- 102.8KG DRY WEIGHT
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTHAL FATBAR
- TWIN-PISTON FRONT BRAKE CALIPER
- WAVY DISCS



**CRF**  
250RX

## Make fast easy

Ready for the challenge? The CRF250RX is the off-road tool you've always wanted. It's a high-performance trail and enduro machine built to exploit all the advantages a lightweight 250 offers, from manoeuvrability to nimble agility.

With the same lightweight chassis and big-hitting engine as the CRF250R MX machine it starts out special. But the CRF250RX also has ECU mapping and Showa suspension re-set for use away from the MX track. Plus an 18-inch rear wheel, larger fuel tank and sidestand, and knuckle guards are standard fitment for those longer rides. To keep you ahead HRC Launch Control helps nail the start while 3-Mode EMSB (Engine Mode Select Button) adjusts power delivery.

So, when the going gets really tough, tight or technical and where bigger bikes could wear you out, the CRF250RX shines brightly. It's a motorcycle that keeps you moving forward, no matter what challenges you on your way.

The CRF250RX makes fast, easy.



Find out more at [\[insert local URL here\]](#)

TANK

**8 L**

TECHNOLOGY

**3 RIDING MODES**

TECHNOLOGY

**HSTC HONDA SELECTABLE TORQUE CONTROL**

### Key Features

- HRC LAUNCH CONTROL
- ENGINE MODE SELECT BUTTON
- HYDRAULIC CLUTCH
- ELECTRIC STARTER
- ALUMINIUM SIDESTAND
- ADJUSTABLE RENTHAL FATBAR AND KNUCKLE GUARDS



## Future champions start here

Every Honda CRF-F off-road motorcycle is inspired by our incredible MX racing heroes and designed to be the perfect start point for aspiring riders and racers alike.

A manageable seat height, downsized grips and a simple-to-use, semi-automatic gearbox in the CRF50F and full 5-speed gearboxes on the CRF110F and CRF125F allow young riders to take – and thoroughly enjoy – full control of their bike.

Then, when things start to get more competitive, you need a bike that can step up with you. This is where the CRF150R comes into play.

The four-stroke engines of all four are proven and reliable and deliver smooth, safe power. Each chassis ruggedly built, with tough frames and suspension that can easily handle the roughest terrain. And with styling straight from our CRF race bikes – plus new attractive graphics – looking fast is even easier. So, whether just for fun or the beginning of a career, there's no better place to start than on a Honda CRF-F. Let the riding adventure begin, wherever it leads.

**CRF**  
**150R**



SEAT HEIGHT

**866 mm**

KERB WEIGHT

**84.4 Kg**

FRONT WHEEL

**19 Inch**



Location images show 22YM

Find out more at [\[insert local URL here\]](#)

**CRF**  
**125F**



SEAT HEIGHT

**740 mm**

KERB WEIGHT

**88 Kg**

FRONT WHEEL

**17 Inch**

\*Big Wheel variant also available.

**CRF**  
**110F**



SEAT HEIGHT

**667 mm**

KERB WEIGHT

**74 Kg**

FRONT WHEEL

**14 Inch**

**CRF**  
**50F**



SEAT HEIGHT

**548 mm**

KERB WEIGHT

**50 Kg**

FRONT WHEEL

**10 Inch**

## Specifications

	CRF450R	CRF450RX	CRF250R	CRF250RX
<b>Engine</b>				
Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®	Liquid-cooled 4-stroke single cylinder Unicam®	Liquid-cooled 4-stroke single DOHC	Liquid-cooled 4-stroke single DOHC
Engine Displacement (cm <sup>3</sup> )	449.7	449.7	249.4	249.4
Compression Ratio	13.5 : 1	13.5 : 1	13.9 : 1	13.9 : 1
Bore x Stroke (mm)	96.0 x 62.1	96.0 x 62.1	79 x 50.9	79 x 50.9
Starter	Electric	Electric	Electric	Electric
<b>Chassis, Dimensions and Weight</b>				
Caster Angle	27.7°	27.2°	27.19°	27.9°
Dimensions (LxWxH) (mm)	2,182 x 827 x 1,267	2,174 x 839 x 1,280	2,177 x 827 x 1,265	2,176 x 839 x 1,281
Frame type	Aluminium twin tube	Aluminium twin tube	Aluminium twin tube	Aluminium twin tube
Fuel Tank Capacity (Litres)	6.3	8	6.3	8
Ground Clearance (mm)	336	334	333	335
Kerb Weight (kg)	110.6	113.6	104	108
Seat Height (mm)	965	961	961	964
<b>Wheels, Suspension and Brakes</b>				
Brakes Front	Single 260 mm disk	Single 260 mm disk	260 mm hydraulic wavy disc	260 mm hydraulic wavy disc
Brakes Rear	Single 240 mm disk	Single 240 mm disk	240 mm hydraulic wavy disc	240 mm hydraulic wavy disc
Suspension Front	Showa 49 mm USD fork	Showa 49 mm USD fork	49 mm Showa (Hitachi Astemo, Ltd) coil-spring USD	49 mm Showa (Hitachi Astemo, Ltd) coil-spring USD
Suspension Rear	Showa monoshock using Honda Pro-Link®	Showa monoshock using Honda Pro-Link®	Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link	Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link
Tyres Front	80/100-21 51M Dunlop MX33F	90/90-21M Dunlop Geomax AT81F	80/100-21 Pirelli MX32 Midsoft	90/90-21 Dunlop AT81
Tyres Rear	120/80-19 63M Dunlop MX33	120/90-18M Dunlop Geomax AT81	100/90-19 Pirelli MX32 Midsoft	110/100-18 Dunlop AT81



Extreme Red



Extreme Red



Extreme Red



Extreme Red



## Specifications

	CRF150R	CRF125F	CRF110F	CRF50F
<b>Engine</b>				
Engine Type	Liquid-Cooled 4-Stroke 4-Valve Unicam Single	Air-cooled 4-stroke SOHC single	Air-cooled 4-stroke SOHC single	Air-cooled 4-stroke 2-valve SOHC single
Engine Displacement (cm <sup>3</sup> )	149.7	124.9	109	49
Compression Ratio	11.7 : 1	9.0 : 1	9.0 : 1	10 : 1
Bore x Stroke (mm)	66 x 43.8	52.4 x 57.9	50.0 x 55.6	39.0 x 41.4
Starter	Kick	Electric / Kick	Electric / Kick	Kick
<b>Chassis, Dimensions and Weight</b>				
Caster Angle	27°	27° 30'	25° 10'	25°
Dimensions (LxWxH) (mm)	1,900 x 770 x 1,171	1,770 x 740 x 1,010	1,560 x 686 x 912	1,302 x 581 x 774
Frame type	Semi-double; Steel tube	Diamond; steel	Steel backbone	Mono-Backbone; steel tube
Fuel Tank Capacity (Litres)	4.3	4.54	4.55	2.6
Ground Clearance (mm)	336	264	175	146
Kerb Weight (kg)	84.4	88	77	50
Seat Height (mm)	866	Small: 740 Big: 785	650	548
<b>Wheels, Suspension and Brakes</b>				
Brakes Front	220 mm hydraulic disc with single-piston caliper	220 mm hydraulic disk	95 mm drum	80 mm leading / trailing drum
Brakes Rear	190 mm hydraulic disc with single piston caliper	95 mm leading/trailing drum	95 mm drum	80 mm leading / trailing drum
Suspension Front	37 mm inverted Showa leading-axle telescopic fork	31 mm telescopic fork, 150 mm travel	31 mm fork, 99 mm travel	21.7 mm inverted telescopic fork
Suspension Rear	Pro-Link with single Showa damper	Single shock using Honda Pro-Link system, 150 mm axle travel	Monoshock, 86 mm axle travel	Monoshock with cantilever-type swingarm
Tyres Front	70/100-19	Small: 70/100-17 Big: 70/100-19	70/100-14	2.50 10 (33)
Tyres Rear	90/100-16	Small: 90/100-14 Big: 90/100-16	80/100-12	2.50 10 (33)



Extreme Red



Extreme Red

\*Big Wheel variant also available.



Extreme Red



Extreme Red



# Honda Technology

Honda has developed and applied many innovative technologies for its motorcycling range, designed to have the greatest possible benefit for you and the world around you.



## HYDRAULIC CLUTCH

For smoother and more precise operation of the clutch with any applied pressure.



## HRC LAUNCH CONTROL

3 level of special ECU program that allows to optimise start performance. Select the desired mode, hold the throttle open, release the clutch, and the bike will do the rest.



## ALUMINIUM FRAME

One-third the weight of steel, the aluminium frame is stiffer and lighter to make sure every second counts.



## PROGRAMMED FUEL INJECTION

Map-type computerised system maintains strong power and responsive performance in all conditions.



## WAVY DISCS

Providing better heat dissipation and improved braking performance.



## HONDA PRO-LINK® REAR SUSPENSION

Monoshock rear suspension utilises a triangular linkage system to progressively increase damping force through range of rear swingarm movement.



## SHOWA USD FORK

Larger diameter tubes above and smaller tubes at the bottom increase surface area providing more rigidity to deal with off road terrain.



## ENGINE MODE SELECT BUTTON

Giving a choice of 3 riding modes; Mode 1 delivers standard ECU maps, Mode 2 provides smoother throttle control and Mode 3 returns a more aggressive power delivery.



## ELECTRIC START

Instead of kickstarting the bike, electric start offers a simple more convenient way to start the engine.

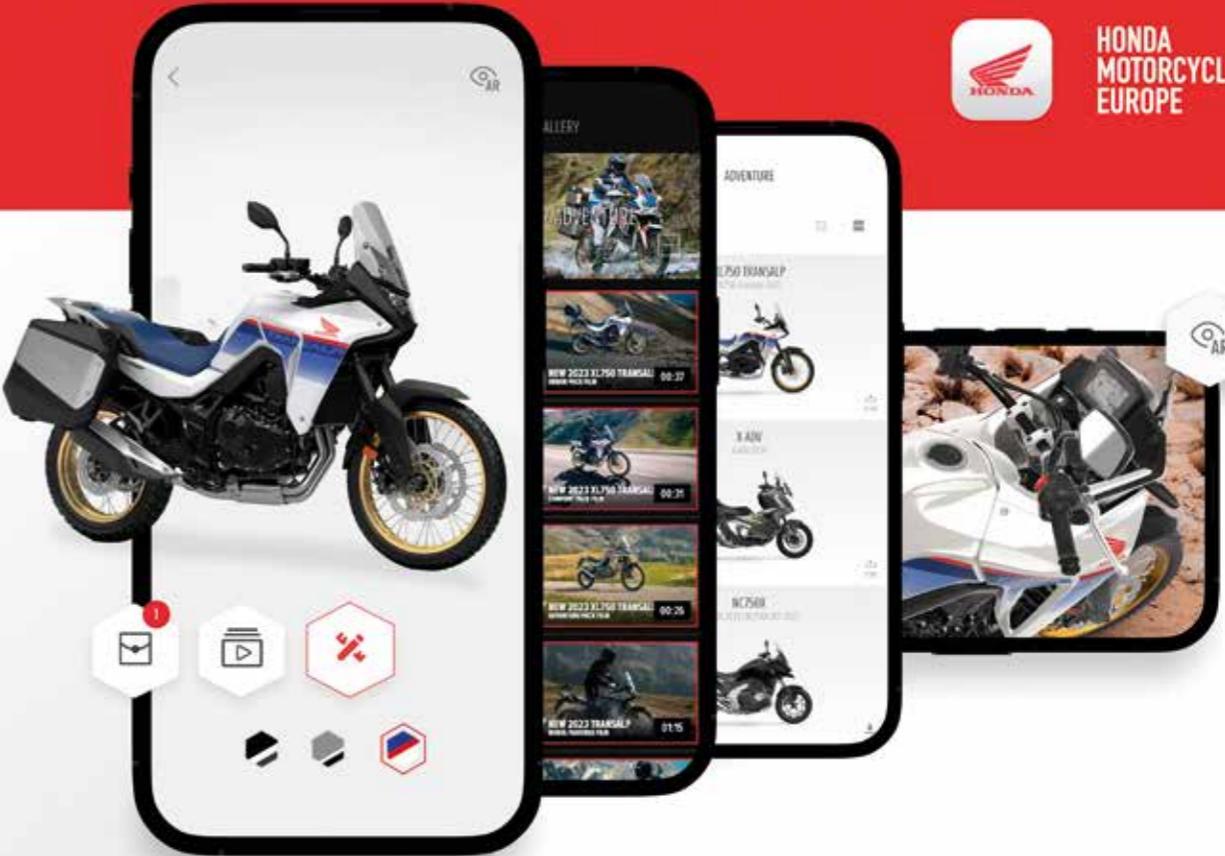


## HONDA SELECTABLE TORQUE CONTROL

If the Honda Selectable Torque Control (HSTC) system senses an imminent loss of rear wheel traction it reduces torque to allow the tyre to grip.




HONDA MOTORCYCLES EUROPE



### HONDA MOTORCYCLES EUROPE APP

- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.









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# The Power of Dreams



## Enthusiast. Rider. Dreamer.

**At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe.**

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts – like the inline 4-stroke engine, dual-clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.







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**RIDE WITH STYLE** Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

**Honda Motor Europe – Motorcycles**  
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insert local URL here



Please don't bin me.  
Pass me on to a  
friend or recycle me.

Honda Motor Europe sources  
paper responsibly from  
manufacturers within the EU.



**BLUE SKIES FOR  
OUR CHILDREN**