

**HONDA**  
The Power of Dreams



**OFFROAD**

**2020**





# 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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# ABSOLUTE HOLESHOT

We never rest on laurels. We just gave the CRF450R's engine more power and torque from an HRC-developed cylinder head. And added 3-level HRC Launch Control alongside the 3-Mode EMSB (Engine Mode Select Button). But we're moving our game on. Again.

The CRF450R now has 3-Mode Honda Selectable Torque Control (HSTC). From tight and tricky to wet and muddy, and all points in between HSTC has got you and while it manages rear wheel traction it also maintains all-important throttle feel and power delivery. And if you don't want it, you can turn HSTC off.

The seventh-generation twin-spar aluminium frame locks in lateral and torsional stiffness for turning ability, with increased yaw-angle stiffness for tracking accuracy and the battery box is now sited 28.5 mm lower to improve mass centralisation. Increased low-speed compression damping for the 49 mm Showa USD fork gives better response in the hard-braking zone while the shock has more low-speed compression damping (and less high-speed compression) for control under hard acceleration. New rear brake pads improve power and durability.

It's the start point of the full-factory weapon team HRC rider Tim Gajser won the 2019 MXGP championship on. And it'll help you own the start. The laps. The victory. The winner's laurels. And that's why we don't rest on ours.



## KEY FEATURES

- HRC-LC
- SUSDF
- ALM-F
- EGM
- WVD
- PLRS
- PGM-FI
- ELS

### PERFORMANCE

**1.8** KW MORE POWER

### ENGINE

**2** Nm MORE TORQUE

**3** RIDING MODES

### HSTC

**HONDA SELECTABLE TORQUE CONTROL**

19YM action photos

Discover more at [insert local url](#)







# ULTIMATE OFFROAD WEAPON

Our ultimate off-road missile gets the same upgrades as the CRF450R. So it's already packing more power and torque from an HRC-developed cylinder head, as well as 3-level HRC Launch Control working alongside 3-Mode EMSB (Engine Mode Select Button).

Now, for 2020 the CRF450RX is equipped with 3-Mode (plus off) Honda Selectable Torque Control (HSTC). From a root-sewn forest to wide-open terrain, plus everything you'll ride in between-HSTC has you covered. And while it manages rear wheel traction it also maintains all-important throttle feel and engine power.

It's got an identical seventh-generation CRF450R twin-spar aluminium frame, with suspension tuned for wide-ranging situations typical of enduro riding; the 'factory' spec. 49 mm Showa USD fork now has increased low-speed compression damping for sharper reaction under braking.

To match, the Showa rear shock features more low-speed compression damping (with less high-speed compression damping) for more control under hard acceleration. Rental Fatbars (4-way adjustable) add feel and reduce fatigue so you can ride harder, longer.

Which is what the 2020 CRF450RX is all about.



#### PERFORMANCE

**1.8** KW MORE POWER

**2** Nm MORE TORQUE

#### TANK

**8.5** LITRES FUEL TANK

#### HSTC

**HONDA SELECTABLE TORQUE CONTROL**

#### KEY FEATURES



HRC-LC



SUSDF



ALM-F



EGM



WVD



PLRS



PGM-FI



ELS

19YM action photos

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# DUAL-PURPOSE DREAM MACHINE

It does exist. There is a fully road legal dual-purpose motorcycle that mixes cutting-edge off-road technology with high build quality and reliability. It's called the CRF450L. Developed using the CRF450R as a base it features a punchy 449 cc Unicam engine, twin-spar aluminium frame, six-speed gearbox, 7.6L titanium fuel tank, 18-inch rear wheel and premium Showa suspension. It also has electric start, full LED lighting and, for 2020, sharp new graphics.

A true trail-to-trail machine, the CRF450L will take you wherever you want to go and bring you back again. It's perfectly balanced off-road, with the engine's smooth torque driving the agile chassis fluidly. And equally at home on-road, linking up the trails or slicing through heavy city traffic.

In addition to its obvious competition DNA, the CRF450L also has another important feature: all it needs is an oil and filter every 1,000 km, with a major overhaul required at 32,000 km.

Now that is a dual-purpose rider's dream.



### PERFORMANCE

**449** CC Unicam® ENGINE

### ENGINEERING

**6** SPEED TRANSMISSION

### START

**ELECTRIC START** WITH LITHIUM BATTERY

### KEY FEATURES



PGM-FI



SUSDF



ALM-F



EGM



WVD



PLRS



ELS

19YM action photos

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# CUT LAP TIMES IT'S WHAT WE DO

The 250 MX class moves fast and so do we. The new CRF250R's electric start DOHC engine adds to its muscular bottom-end and top-end hit with 10% more torque between 6-10,000 rpm thanks to revised combustion chamber, cam timing and improved inlet/exhaust efficiency. To utilise the extra mid-range push, and maintain rpm when shifting up, the second and third gear ratios are closer together. HRC Launch Control helps nail the start while the 3-Mode EMSB (Engine Mode Select Button) adjusts power delivery.

The aluminium frame and swingarm are now identical to the current CRF450R and have a carefully tuned rigidity balance between them; combined with increased low-speed compression damping settings for the fully adjustable front and rear Showa suspension the result is improved stability, feel and accuracy while tracking through fast, bumpy turns.

Lighter foot pegs use a 4-web internal structure to clear mud. The front brake calliper has 30 and 27 mm pistons plus low-expansion brake hose for power with feel, while new pad material for the rear brake improves durability. If you want to cut lap times make the new CRF250R your weapon of choice.

It's what it's built for.



**FORK**  
**49** MM  
SHOWA USD FORK

**ENGINE**  
**3** RIDING MODES

**START**  
**HRC LAUNCH CONTROL**

19YM action photos

## KEY FEATURES



HRC-LC



SUSDF



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WVD



PGM-FI



PLRS

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# MAKE FAST EASY

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

With identical 2020 engine and chassis upgrades as the CRF250R motocrosser it's already special. But it also has Showa suspension re-set for use away from the MX track, 18-inch rear wheel and larger fuel tank. And a sidestand, too. A small, but useful detail.

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

The CRF250RX makes fast, easy.



## KEY FEATURES



HRC-LC



SUSDF



EGM



WVD



PGM-FI



PLRS

### PERFORMANCE

**8.5** LITRES FUEL TANK

### ENGINE

**3** RIDING MODES

### START

**HRC LAUNCH CONTROL**

19YM action photos

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**SPECIFICATIONS**

# CRF450R

**ENGINE**

Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®
Engine Displacement	449.7 cm <sup>3</sup>
Compression Ratio	13.5 : 1
Bore x Stroke (mm)	96.0 x 62.1
Starter	Electric

**CHASSIS, DIMENSIONS AND WEIGHT**

Caster Angle	27.4°
Dimensions (LxWxH) (mm)	2,183 x 827 x 1,260
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	6.3
Ground Clearance (mm)	328
Kerb Weight (kg)	112
Seat Height (mm)	960

**WHEELS, SUSPENSION AND BRAKES**

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	Showa 49 mm USD fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	80/100-21 51M Dunlop MX3SF
Tyres Rear	120/80-19 63M Dunlop MX3S



# CRF450RX

Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®
Engine Displacement	449.7 cm <sup>3</sup>
Compression Ratio	13.5 : 1
Bore x Stroke (mm)	96.0 x 62.1
Starter	Electric

Caster Angle	27.4°
Dimensions (LxWxH) (mm)	2,175 x 827 x 1,260
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	8.5
Ground Clearance (mm)	328
Kerb Weight (kg)	116
Seat Height (mm)	960

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	Showa 49 mm USD spring fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	90/90-21 54M Dunlop MX3SF
Tyres Rear	120/90-18 65M Dunlop MX3S



# CRF450L

Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®
Engine Displacement	449.7 cm <sup>3</sup>
Compression Ratio	12.0:1
Bore x Stroke (mm)	96.0 x 62.1
Starter	Electric

Caster Angle	28.5°
Dimensions (LxWxH) (mm)	2,280 x 825 x 1,260
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	7.6
Ground Clearance (mm)	315
Kerb Weight (kg)	130.8
Seat Height (mm)	940

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	Showa 49 mm USD steel-sprung fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	80/100-21 Dunlop MX3S
Tyres Rear	120/80-18 Dunlop MX3S



# CRF250R

Engine Type	Liquid-cooled 4-stroke single DOHC
Engine Displacement	249.4 cm <sup>3</sup>
Compression Ratio	13.9 : 1
Bore x Stroke (mm)	79 x 50.9
Starter	Electric

Caster Angle	27.5°
Dimensions (LxWxH) (mm)	2,181 x 827 x 1,260
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	6.3
Ground Clearance (mm)	327
Kerb Weight (kg)	107.8
Seat Height (mm)	957

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	Showa 49 mm coil-sprung fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	80/100-21 Dunlop MX3S
Tyres Rear	100/90-19 Dunlop MX3S



# CRF250RX

Engine Type	Liquid-cooled 4-stroke single DOHC
Engine Displacement	249.4 cm <sup>3</sup>
Compression Ratio	13.9 : 1
Bore x Stroke (mm)	79 x 50.9
Starter	Electric

Caster Angle	27.5°
Dimensions (LxWxH) (mm)	2,181 x 827 x 1,260
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	8.5
Ground Clearance (mm)	327
Kerb Weight (kg)	111
Seat Height (mm)	957

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	Showa 49 mm coil-sprung fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	80/100-21 Dunlop MX3S
Tyres Rear	100/90-19 Dunlop MX3S





# 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.



## 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.



## 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.

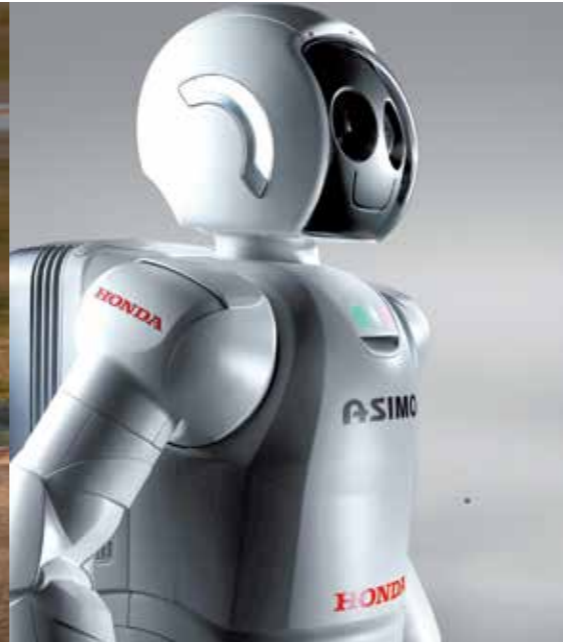


## ELECTRIC START

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







# DREAMS REALLY DO COME TRUE

Soichiro Honda said,

*'We only have one future, and it will be made of our dreams, if we have the courage to challenge convention.'*

Honda's philosophy in dreaming of a better world for people catalysed the invention of the ASIMO, HondaJet, NSX and the legendary Africa Twin. Dreams can be powerful, they push you to achieve more, to explore new ideas, new technologies and uncover new ways of solving problems. It takes independent thinking and audacity to pursue dreams. It also takes passion and innovation to never allow the dream to die and to shape them into a reality for the modern-day world.





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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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Pass me on to a  
friend or recycle me.

Honda Motor Europe sources  
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**BLUE SKIES FOR  
OUR CHILDREN**