

2015
DIRT BIKES

CRF





CRF SUPERIORITY

Whether you ride the trails for fun and fitness, or you push yourself to the extreme on the race track, you can count on the superior engineering in every Honda CRF to bring out your best. Your best performance, your best lap times, your best memories. All from the best dirt bikes we've ever made.

COMPETITION

Loaded with advanced technology honed from years of racing triumphs, Honda's competition CRFs have a single-minded focus: to put you on the very top of the box. Weekend after weekend after...



CRF450R



CRF250R



CRF450X



CRF250X



CRF150RB

CRF125F (Big Wheel)



OFF ROAD

Experienced riders love the strong performance, while learning riders love the ease-of-use and sure handling. Whatever your skill level, there's a Honda CRF-F off road bike designed just for you.

DUAL SPORT

If you want a motorcycle that really can do it all - exploring mountain trails and backcountry fire roads and then cruising home on the highway when your adventure is done - we've got your ride.



CRF230F CRF150F CRF125F CRF125FB CRF110F CRF50F



XR650L CRF250L

CRF 450R



THROWING A CURVE AT THE COMPETITION

To help squeeze every last drop of performance from a top-level race bike, you need to be able to adjust it to fit the conditions, and to fit your riding style. The radically redesigned Honda CRF450R takes adjustability to a whole new level, thanks to its innovative Engine Mode Select (EMS) button that provides three distinct power curves, plus its updated KYB Pneumatic Spring Fork that's easier than ever to dial in just the way you want it. With the push of a handlebar-mounted button, EMS allows you to select one of three fuel-injection/ignition modes: Standard, Smooth or Aggressive. Traction iffy? Choose Smooth for superior throttle control. Rear tire really hooking up? Switch to Aggressive and go for it! You can even fine-tune the Electronic Fuel Injection (EFI) mapping in

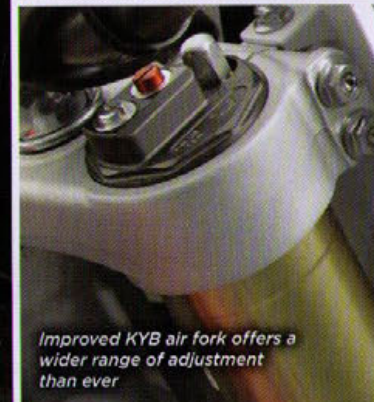
the Smooth and Aggressive modes via an optional HRC tool that connects to your laptop. More adjustability? Check out the latest-generation KYB Pneumatic Spring Fork, which uses air for spring effect rather than heavy metal coils. Lighter than ever for 2015, the fork also has a completely new internal structure for even smoother action, plus four-way independent damping adjustment - high and low-speed for both compression and rebound. The KYB rear shock is easier to adjust too. Improved four-valve Unicam cylinder head for more top-end power and over-rev, shorter exhaust system that tucks in tighter, new radiators for better cooling, stronger piston and gearbox, bigger wave-style front brake rotor... the new Honda CRF450R will adjust your concept of what's possible. Dial-in to win!



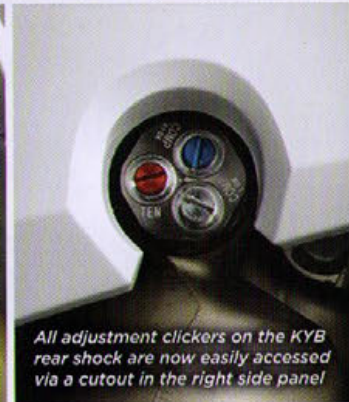
COMPETITION



With the engine at idle, a simple push of the EMS button lets you change the engine's power curve - an LED light confirms which mode you've selected



Improved KYB air fork offers a wider range of adjustment than ever



All adjustment clickers on the KYB rear shock are now easily accessed via a cutout in the right side panel



Dual-muffler exhaust system is now shorter and closer to the bike's centre of mass, improving handling



New heat treatment for the Unicam engine's piston makes it stronger and more durable

CRF 250R



SAY GOODBYE TO SECOND PLACE

Take a bike with remarkable balance, improve its handling and power delivery even more, add innovative new ways to adjust its performance, and what do you get? Improved delivery and maybe even more wins. The 2015 Honda CRF250R's new Engine Mode Select (EMS) system lets you modify fuel-injection and ignition mapping with the simple push of a handlebar-mounted button - perfect for dialing in the best power curve for better starts, better driving out of corners, better traction, or simply to better suit your riding

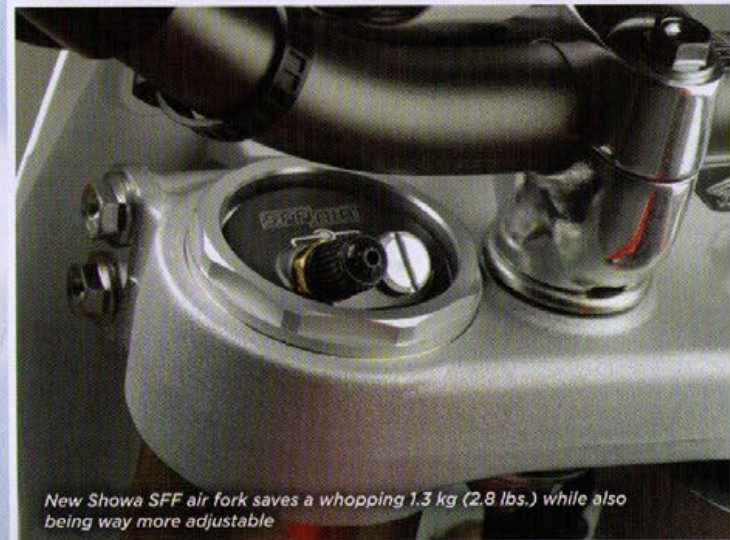
style. And for better handling, the CRF250R steps up to a new 49 mm Showa Separate Function Fork (SFF) air fork that eliminates steel springs for significantly reduced weight, while also offering a wider range of adjustment than a conventional fork. New Dunlop Geomax MX52 tires, a bigger wave-style front brake rotor, improvements to the exhaust system, and loads of other upgrades - all add up to a CRF250R that's better than ever at helping to turn runners-up into winners.



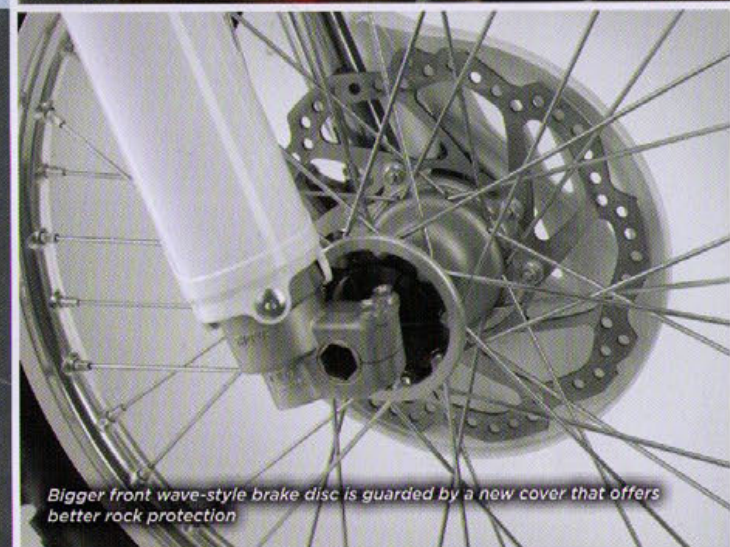
COMPETITION



Industry-first EMS system doesn't change the peak power available, only how it's delivered - a huge benefit for matching track conditions



New Showa SFF air fork saves a whopping 1.3 kg (2.8 lbs.) while also being way more adjustable



Bigger front wave-style brake disc is guarded by a new cover that offers better rock protection

COMPETITION

CRF 450X

POWER AND PERSEVERANCE, PERSONIFIED

It can help you win a pro-level enduro event, or just help you win bragging rights with your buddies - that's the beauty of the multi-talented Honda CRF450X. It's fully equipped with all the serious go-fast stuff you expect from a Honda competition bike, but it's happy to relax a bit and have a little fun on an afternoon trail ride too. Track or trail, the strong low-end and midrange performance from the compact Unicam engine, is designed to power you through sticky situations that would bog down most bikes. And whether you're riding a rugged corduroy section, a tight tree-lined trail, or a wide-open fire road, the CRF450X's aluminum frame, fully adjustable Showa suspension and Honda Progressive Steering Damper, combine to provide both amazing agility and confident stability. So pull on your riding gear, push the electric-start button, and set off on another off-road adventure. Your Honda CRF450X is ready to make it the ride of your life.



BILL'S CYCLE
MOTORCYCLES

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COMPETITION

CRF 250X

BALANCE OF POWER

Skilled off-roaders are constantly searching for that ideal balance of power and control, agility and stability. Hard to find all this in one bike? Not if you're riding a Honda CRF250X. Based on Honda's dominating CRF250R motocross racer, the CRF250X is powered by a 4-stroke Unicam engine, specially tuned for the unique demands of enduro racing and serious off-road riding, and mated to a wide-ratio gearbox. The fully adjustable Showa suspension too, has been calibrated to handle the toughest trails. And to get you going quickly, a lightweight electric-start system puts you on the fast track at the push of a button. Light, agile, fast and fun, plus Honda durability built right in - that's the CRF250X. Are you ready to experience what excellent balance feels like?



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COMPETITION

CRF 150RB

LEARNING TO WIN

If you're serious about becoming the best rider you can be, then we've got a serious bike that's sure to accelerate your learning curve. The Honda CRF150RB comes loaded with seriously high-tech components, from its advanced 4-stroke Unicam engine that loves to rev - with no need to mix oil and gas - to its adjustable Showa suspension, to its hard-stopping front and rear disc brakes. The compact chassis perfectly fits smaller riders or those just getting up to speed, and the same durability built into all Honda CRFs mean that you'll spend your time riding, not wrenching. For the quickest way to faster lap times, hop on a Honda CRF150RB. Then get started building your trophy shelf.



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THE RIDE OF YOUR LIFE BEGINS HERE



Riding off-road is an awesome way to enjoy the great outdoors with family and friends. It's terrific exercise, of course, and it's also a fun way to learn about everything from proper safety precautions, to bike preparation, to respect for the environment. The CRF family of user-friendly, reliable off road

bikes provides an easy way to get in on the fun. Whether you're big or small, expert or novice, there's a CRF designed just for you. The road to a whole new world of learning and adventure begins right on these pages, and continues at a Honda certified dealer. We know you'll enjoy the ride.

| | CRF50F | CRF110F | CRF125F | CRF125FB (Big Wheel) | CRF150F | CRF230F |
|-----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| OVERALL DIMENSIONS (LxWxH) | 1,302 x 581 x 774 mm | 1,560 x 685 x 910 mm | 1,770 x 740 x 1,010 mm | 1,862 x 770 x 1,075 mm | 1,545 x 786 x 1,217 mm | 2,059 x 801 x 1,167 mm |
| RIDER RECOMMENDED WEIGHT | Less than 40 kg | Less than 60 kg | Less than 100 kg | Less than 100 kg | Less than 100 kg | Less than 100 kg |
| SEAT HEIGHT | 546 mm | 667 mm | 735 mm | 785 mm | 832 mm | 878 mm |
| SEAT-TO-PEG DISTANCE | 339 mm | 415 mm | 464 mm | 464 mm | 494 mm | 513 mm |
| WHEEL SIZE | Front: 10 in. Rear: 10 in. | Front: 14 in. Rear: 12 in. | Front: 17 in. Rear: 14 in. | Front: 19 in. Rear: 16 in. | Front: 19 in. Rear: 16 in. | Front: 21 in. Rear: 18 in. |
| KEYED IGNITION | Yes | Yes | Yes | Yes | Yes | Yes |
| STARTING SYSTEM | Kick | Electric | Electric and Kick | Electric and Kick | Electric | Electric |
| AUTO CLUTCH | Yes | Yes | No | No | No | No |
| ADJUSTABLE THROTTLE LIMITER | Yes | Yes | Yes | Yes | No | No |
| FOLDING, NON-SLIP FOOTPEGS | Yes | Yes | Yes | Yes | Yes | Yes |
| DURABLE PLASTIC BODYWORK | Yes | Yes | Yes | Yes | Yes | Yes |

Learn how each feature helps make your experience the best it can be at honda.ca/sizemyCRF



www.billscycle.ca 204-326-3683

OFF ROAD

CRF 230F

CRANK UP THE FUN WITHOUT TURNING A WRENCH

The new-look Honda CRF230F is a full-size off road bike with a user-friendly personality that inspires confidence, no matter what the trail throws at you. Engineered for adults or larger teens, it rides on full-size 21-inch front and 18-inch rear wheels, but a comfortably low seat height, stable chassis and smooth power delivery from the 223 cc 4-stroke engine means it's way easier to ride than a motocrosser or enduro racer. Electric start, predictable front disc brake, and responsive Showa suspension all add to the CRF230F's high fun factor, and you can't miss the eye-catching new bodywork and graphics. Plus, because it's a Honda, you know it had been engineered to require a minimum of maintenance which helps it to retain its value, ride after ride, year after year.



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OFF ROAD

CRF 150F

BIG FUN IN A MID-SIZE PACKAGE

When your young rider has developed the strength, skill and maturity to handle some pretty serious hardware, the mid-size Honda CRF150F is ready to provide maximum fun with a minimum of hassle. Its electric starter takes the kick out of getting under way, but not out of the ride. Its reliable 4-stroke engine is designed to deliver plenty of power in a smooth, predictable manner, while the Pro-Link rear suspension with an ample 229 mm (9 inches) of travel turns whoop-de-don'ts into whoop-de-dos. Smooth-shifting five-speed transmission with manual clutch, aluminum rims and swingarm, front disc brake, cool new styling... this is a bike that's so much fun to ride, and so reliable and easy to take care of, it won't be left standing still in your garage very often.



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OFF ROAD

CRF 125FB (Big Wheel)

ANOTHER STEP UP

Just because your young rider has grown in size, doesn't mean you need to rush them into a bike that might be beyond their skill level. That's what's so great about the Honda CRF125FB (Big Wheel). It's the same user-friendly bike as the CRF125F, but with bigger 19-inch front and 16-inch rear wheels, plus a 50 mm (2 inch) taller seat height. This combination provides a little more ground clearance for tackling bigger obstacles, a little better stability over rough terrain and at higher speed, and a little more of the overall feeling and performance of a full-size bike. As always, when the time does come to trade up, you'll benefit from the durability and retained value that is a side-benefit of Honda's quality engineering.



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OFF ROAD

CRF 125F

READY WHEN THEY ARE

For young riders who have mastered the automatic clutch on the smaller CRFs, the Honda CRF125F and its 4-speed gearbox with manual clutch, provides the ideal next step up the learning ladder. From the size, placement and light operation of the controls, to the way the 4-stroke engine is tuned to inhibit stalling, to the convenient electric starter - it's all engineered to make the CRF125F un intimidating for riders still getting up to speed, while still being a blast to ride. Styled like a full-on Honda motocross bike, the CRF125F is also pure Honda when it comes to building quality and reliability, which means you never have to worry that your youngster is riding a bike that was designed by cutting corners.



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OFF ROAD

CRF 110F

A NEW LEVEL OF FUN

What's the hardest thing on an off road bike for young riders to learn? For most, it's operating the clutch. And that's exactly why the Honda CRF110F is such a great bike for so many riders - and for the parents coaching them too! It goes and stops and handles just like a bigger bike, but the automatic clutch removes any worry about lurching or stalling when getting under way or when shifting gears. Riders still get to operate the four-speed transmission with their toe as usual, but the tried-and-true Honda automatic clutch that is engineered to take care of the rest. A throttle limiter allows parents to choose the appropriate amount of available power from the durable 109 cc 4-stroke engine, and there's both an effortless electric starter and a kick starter as well. If your young rider is too big for a CRF50F, but not quite ready for a CRF125F, the CRF110F offers a great stepping stone to a new level of fun.



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OFF ROAD

CRF 50F

EVERY JOURNEY STARTS WITH THE FIRST STEP

Your kids can't wait to learn to ride. And while they might be satisfied by anything that looks cool, you want to give them the best start you can, on a bike that offers great safety features, is, reliable, and as easy to operate as possible. Enter the Honda CRF50F, which was created specifically to give young up-and-coming riders the confidence they need as they learn and grow. The CRF50F has the racy look and high-quality fit and finish that will capture a kid's imagination, and you'll know that underneath the sleek styling is engineering you can trust. Adjustable throttle limiter, keyed ignition, automatic clutch, light-action controls, durable bodywork that's carefully constructed to keep clothing from getting snagged - it's all designed to give your kids a welcoming introduction to a great new sport. And to give you some peace of mind.



www.billscycle.ca 204-326-3683



DUAL SPORT

CRF XR650L

YOUR TICKET TO ADVENTURE

If it's safely accessible by motorcycle, you can count on Honda's do-it-all XR650L to get you there. Dirt or street, mountain or desert, to work every day or to someplace where the phone never rings - the XR650L is one of the most versatile vehicles we offer. While many dual-sport bikes look trail-worthy, they simply can't match the off-road credentials of the XR650L. Its 644 cc single-cylinder engine with electric starter is air-cooled for simplicity, counterbalanced for smoothness, and offers legendary reliability. Even the pliable bodywork is designed to shrug off the inevitable bumps and thumps of an off-road adventure. The XR650L has the low-end torque, long-travel suspension and generous ground clearance that dirt riders demand, and when the trail ends and the pavement begins, you'll appreciate the comfortable ergonomics and thrilling top-end power. For a bike that really can introduce you to a whole new world of motorcycling adventure, look no further than the Honda XR650L.



BILL'S CYCLE
MOTORCYCLES

www.billscycle.ca 204-326-3683

DUAL SPORT

CRF 250L

FOR LIFE'S MANY ROADS

You want a fully capable dirt bike, and you want a fully equipped street bike. You want excitement and adventure, but you also need practicality. With the Honda CRF250L, you get everything you need and want in one amazing motorcycle. Its counterbalanced single-cylinder engine remains remarkably smooth even at highway speeds, and liquid-cooling, fuel-injection and an under-stressed engine design let you ride highways, dirt roads or backcountry trails all day or all week - and not use a lot of fuel in the process. A great street bike, you bet, and with long-travel inverted fork, perfectly matched Pro-Link rear suspension, ample ground clearance, and slim ergonomics, even hardcore dirt riders will feel right at home in the CRF250L's saddle. And street or trail, the roomy, upright seating position helps to keep you poised for whatever lies around the next bend, with a commanding view of the trail or traffic ahead.



BILL'S CYCLE
MOTORSPORTS

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GEAR UP FOR

A LIFELONG PASSION



With so many tech toys and devices to capture their attention and trap them indoors, it can be a challenge to get kids excited about exercise, sports, or just having fun outdoors. That's what's so great about off-road riding. Not only does it help to develop physical fitness, off-road riding can also improve mental acuity and even social skills. No wonder the sport continues to grow, accompanied by the development of new recreational-vehicle parks and trail systems right across Canada. What kid

hasn't mimicked the sound of a motorcycle while bicycling down the street with friends? At Honda, we know how eager most young girls and boys are to try a motorized two-wheeler for the first time. We've seen the smiles when they first twist the throttle on a little CRF, or first wind their way through an obstacle course. It's a thrill that, for many, turns into a lifelong passion. If you think your youngster is ready to join the fun, Honda has the programs and events to help you do it right, in a controlled environment with the focus on safety, education and pure enjoyment.



JUNIOR RED RIDERS

Got a youngster who would love to experience the fun of off-road riding? Honda can help. Our Junior Red Riders program introduces kids ages six to twelve to the sport - in a safe, controlled environment, under the watchful eyes of knowledgeable instructors, and with the emphasis always on fun. We provide the appropriately sized CRF-F bikes, full riding gear and other essentials, while you sit back and enjoy seeing their smiles. Visit motorcycle.honda.ca/iwannaride to learn more.



RED RIDERS EVOLUTION

New to the sport of off-road motorcycling, or just want to improve your skills? Honda's Red Rider Evolution program for ages 13 and above, takes over where Junior Red Riders leaves off. The instruction is a little more advanced, the CRF-Fs a little bit bigger, but the focus remains the same; having fun in a safe, controlled environment, while learning the skills you need to become the best rider you can be. Visit www.motorcycle.honda.ca/iwannaride to learn more.

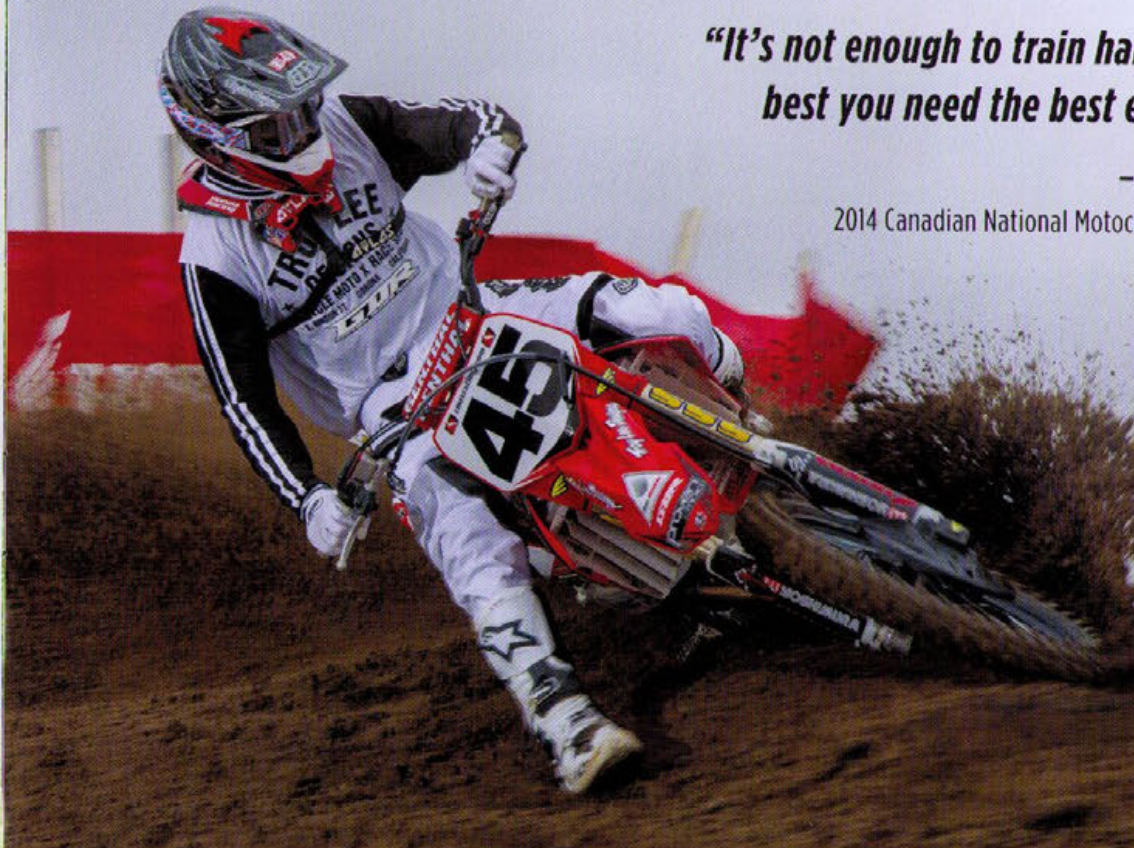


Learn more about Honda events near you at motorcycle.honda.ca

"It's not enough to train hard, to be the best you need the best equipment!"

- Colton Facciotti

2014 Canadian National Motocross MX1 Champion





| | XR650L | CRF250L | CRF450R | CRF250R | CRF150RB | CRF450X |
|--------------------------|---|---|--|--|--|---|
| ENGINE TYPE | Air-cooled single-cylinder 4-stroke | Liquid-cooled single-cylinder 4-stroke | Liquid-cooled single-cylinder 4-stroke | Liquid-cooled single-cylinder 4-stroke | Liquid-cooled single-cylinder 4-stroke | Liquid-cooled single-cylinder 4-stroke |
| DISPLACEMENT | 644 cc | 249 cc | 449.7 cc | 249.4 cc | 149.7 cc | 449 cc |
| BORE & STROKE | 100 mm x 62 mm | 76 mm x 55 mm | 95 mm x 62.1 mm | 76.8 mm x 53.8 mm | 66 mm x 43.7 mm | 36 mm x 62.1 mm |
| COMPRESSION RATIO | 6.3:1 | 10.7:1 | 12.5:1 | 13.5:1 | 11.7:1 | 12.0:1 |
| VALVE TRAIN | SOHC, RFVC 4 valves | Chain-driven DOHC, 4 valves | Unicam, 4 valves | Unicam, 4 valves | Unicam, 4 valves | Unicam, 4 valves |
| FUEL DELIVERY | Single 42.5 mm CV carb | PGM-FI electronic fuel injection with 36 mm throttle body | PGM-FI electronic fuel injection with 45 mm throttle body | PGM-FI electronic fuel injection with 45 mm throttle body | Keihin 32 mm flat-slide carb with throttle position sensor | Keihin 40 mm flat-slide carb with throttle position sensor |
| TRANSMISSION | Five-speed with manual clutch | Six-speed with manual clutch | Close-ratio five-speed | Close-ratio five-speed | Close-ratio five-speed | Wide-ratio five-speed |
| FINAL DRIVE | #520 0-ring-sealed chain; 15T/45T | #520 0-ring-sealed chain; 14T/40T | #520 T-ring-sealed chain; 13T/48T | #520 0-ring-sealed chain; 13T/49T | #420 0-ring-sealed chain; 15T/56T | #520 T-ring-sealed chain; 13T/31T |
| FRONT SUSPENSION | 43 mm Showa cartridge fork with compression damping adjustment; 250 mm (10.2 in.) travel | 43 mm Showa inverted fork with; 222 mm (8.7 in.) travel | 43 mm inverted KYB P5P® (Pneumatic Spring Fork) with air-adjustable spring rate, and rebound / compression-damping adjustability; 310 mm (12.2 in.) travel | 43 mm inverted Showa SFF-Air fork with 16-position rebound and 16-position compression damping adjustability; 310 mm (12.2 in.) travel | 37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel | 47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 375 mm (12.4 in.) travel |
| REAR SUSPENSION | Pro-Link Showa single shock with spring preload, compression and rebound damping adjustment; 280 mm (11 in.) travel | Pro-Link Showa single shock with spring preload adjustment; 240 mm (9.4 in.) travel | Pro-Link® KYB single shock with adjustable spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed; 315 mm (12.4 in.) travel | Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 315 mm (12.3 in.) travel | Pro-Link fully adjustable Showa single shock; 262 mm (10.3 in.) travel | Pro-Link Showa single shock with adjustable spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 315 mm (12.3 in.) travel |
| TIRES | Front: 3.00 - 21 Rear: 4.50 - 18 | Front: 3.00 - 21 Rear: 120/80 - 18 | Front: 80/100 - 21 Rear: 120/80 - 19 | Front: 80/100 - 21 Rear: 100/90 - 19 | Front: 30/70 - 19 Rear: 50/100 - 1E | Front: 80/100 - 21 Rear: 110/702 - 1E |
| BRAKES | Front: 255 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper | Front: 255 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper | Front: 250 mm disc with dual-piston caliper Rear: 240 mm disc | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc | Front: 220 mm disc with dual-piston caliper Rear: 190 mm disc | Front: 240 mm disc with dual-piston caliper Rear: 240 mm disc |
| GROUND CLEARANCE | 330 mm (13 in.) | 255 mm (10 in.) | 330 mm (13 in.) | 322 mm (12.7 in.) | 336 mm (13.2 in.) | 346 mm (13.6 in.) |
| SEAT HEIGHT | 940 mm (37 in.) | 875 mm (34.4 in.) | 953 mm (37.5 in.) | 951 mm (37.4 in.) | 865 mm (34.1 in.) | 963 mm (37.9 in.) |
| WHEELBASE | 1,455 mm (57.3 in.) | 1,445 mm (56.9 in.) | 1,492 mm (58.7 in.) | 1,469 mm (58.6 in.) | 1,285 mm (50.6 in.) | 1,490 mm (58.3 in.) |
| CURB WEIGHT* | 158 kg (348 lbs.)* | 145 kg (320 lbs.)* | 110 kg (242.7 lbs.)* | 104.6 kg (231 lbs.)* | 85 kg (187 lbs.)* | 122 kg (269 lbs.)* |
| FUEL CAPACITY | 10.5 litres, including 2.8-litre reserve | 7.7 litres | 6.3 litres | 6.3 litres | 4.3 litres | 7.2 litres, including 1.6-litre reserve |
| COLOUR | Fighting Red | Extreme Red | Extreme Red | Extreme Red | Extreme Red | Extreme Red |

*Includes required fluids and full tank of gas - ready to ride



Honda builds motorcycles to meet some of the toughest engineering standards in the world, and formulates its oils and chemicals to those same high standards, thereby maintaining your Honda at peak performance. You bought a Honda because of its quality, performance and reliability. Why not match one of the finest products you can own with some of the finest oils and chemicals on the market. Don't settle for an imitation when you can buy the original.



Honda Genuine Parts are made for your Honda. They maintain the quality, reliability and performance of your product. When the time comes for you to service, repair or enhance your Honda, don't settle for an imitation. Only Honda Genuine Parts can maintain the original operating specifications of your Honda and offer a perfect fit every time. Let trained Honda technicians keep your Honda healthy with Honda Genuine Parts.



CRF250X

Liquid-cooled single-cylinder 4-stroke
249 cc
78 mm x 52.2 mm
12.9:1
Unicam, 4 valves
Keihin 37 mm flat-slide carb with throttle position sensor
Wide-ratio five-speed
#520 T-ring-sealed chain, 14T/53T

47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel

Pro-Link Showa single shock with adjustable spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (5.5 turns); 313 mm (12.3 in.) travel

Front: 80/100 - 21 Rear: 100/100 - 18

Front: 240 mm disc with dual-piston caliper
Rear: 240 mm disc

346 mm (13.6 in.)

958 mm (37.7 in.)

1,480 mm (58.3 in.)

115 kg (254 lbs.)*

7.3 litres, including 1.6-litre reserve

Extreme Red



CRF230F

Air-cooled single-cylinder 4-stroke
223 cc
65.5 mm x 66.2 mm
9.0:1
SOHC, 2 valves
Single 26 mm piston-valve carb
Six-speed with manual clutch
#520 O-ring-sealed chain, 13T/50T

37 mm leading-axis Showa fork; 216 mm (8.5 in.) travel

Pro-Link Showa single shock with spring preload adjustment; 250 mm (9.8 in.) travel

Front: 80/100 - 21 Rear: 100/100 - 18

Front: 240 mm disc with dual-piston caliper
Rear: drum

305 mm (12 in.)

878 mm (34.6 in.)

1,372 mm (54 in.)

113 kg (249 lbs.)*

7 litres, including 1.6-litre reserve

Extreme Red



CRF150F

Air-cooled single-cylinder 4-stroke
149 cc
57.3 mm x 57.8 mm
9.5:1
SOHC, 2 valves
Single 22 mm piston-valve carb
Five-speed with manual clutch
#520 O-ring-sealed chain, 13T/47T

35 mm leading-axis Showa fork; 207 mm (8.1 in.) travel

Pro-Link Showa single shock; 227 mm (8.9 in.) travel

Front: 70/100 - 19 Rear: 90/100 - 16

Front: 240 mm disc with dual-piston caliper
Rear: drum

257 mm (10.1 in.)

832 mm (32.8 in.)

1,328 mm (52.3 in.)

106 kg (234 lbs.)*

7.2 litres, including 1.6-litre reserve

Extreme Red



CRF125F

Air-cooled single-cylinder 4-stroke
125 cc
52.4 mm x 57.9 mm
9.0:1
SOHC, 2 valves
Single 20 mm piston-valve carb
Four-speed with manual clutch
#428 chain, 13T/46T

31 mm leading-axis Showa fork; 124 mm (4.9 in.) travel

Pro-Link Showa single shock; 114 mm (4.5 in.) travel

Front: 70/100 - 17 Rear: 90/100 - 14

Front: 220 mm front disc
Rear: drum

215 mm (8.5 in.)

735 mm (28.9 in.)

1,220 mm (48 in.)

87 kg (192 lbs.)*

4.3 litres, including 0.9-litre reserve

Extreme Red



CRF125F (Big Wheel)

Air-cooled single-cylinder 4-stroke
125 cc
52.4 mm x 57.9 mm
9.0:1
SOHC, 2 valves
Single 20 mm piston-valve carb
Four-speed with manual clutch
#428 chain, 13T/49T

31 mm leading-axis Showa fork; 133 mm (5.2 in.) travel

Pro-Link Showa single shock; 150 mm (5.9 in.) travel

Front: 70/100 - 19 Rear: 90/100 - 16

Front: 220 mm front disc
Rear: drum

265 mm (10.4 in.)

785 mm (30.9 in.)

1,255 mm (49.4 in.)

88 kg (194 lbs.)*

4.3 litres, including 0.9-litre reserve

Extreme Red



CRF110F

Air-cooled single-cylinder 4-stroke
109 cc
50 mm x 55.6 mm
9.0:1
SOHC, 2 valves
Single 15 mm piston-valve carb
Four-speed with automatic clutch
#420 chain, 14T/37T

31 mm leading-axis Showa fork; 90 mm (3.5 in.) travel

Pro-Link Showa single shock; 87 mm (3.4 in.) travel

Front: 70/100 - 14 Rear: 80/100 - 12

Front: drum
Rear: drum

175 mm (6.9 in.)

667 mm (26.3 in.)

1,065 mm (41.9 in.)

74 kg (163 lbs.)*

4.0 litres, including 1.0-litre reserve

Extreme Red



CRF50F

Air-cooled single-cylinder 4-stroke
49 cc
39 mm x 41.4 mm
10.0:1
SOHC, 2 valves
Single 13 mm piston-valve carb
Three-speed with automatic clutch
#420 chain, 14T/37T

Inverted telescopic fork; 87 mm (3.4 in.) travel

Single shock; 70 mm (2.8 in.) travel

Front: 2.50 - 10 Rear: 2.50 - 10

Front: drum
Rear: drum

152 mm (6.0 in.)

548 mm (21.6 in.)

977 mm (38.5 in.)

50 kg (111 lbs.)*

2.5 litres, including 0.7-litre reserve

Extreme Red



Plus

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