

BILL'S CYCLE

2016 DIRT BIKES

CRF



BILL'S CYCLE



CRF SUPERIORITY

Whether you ride the trails for fun and fitness, or you push yourself on the race track, you can count on the superior engineering in every Honda CRF to help you 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, the Honda competition CRFs have a single-minded focus: to put you on the very top of the box. Race after race after race.



CRF450R



CRF250R



CRF150R EXPERT



CRF150R

CRF230F

CRF250L



TRAIL

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

DUAL SPORT

If you want a motorcycle that can explore mountain trails and then cruise home on the highway when your adventure is done - we've got your ride.



CRF450X

CRF250X

CRF230F

CRF150F

CRF125F/CRF125FB

CRF110F

CRF50F



XR650L

CRF250L



CRF 450R



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ROCKET SCIENCE

You've heard it said many times about open-class motocross bikes: The more power the engine makes, the harder the bike is to ride. Except if that bike is a Honda CRF450R.

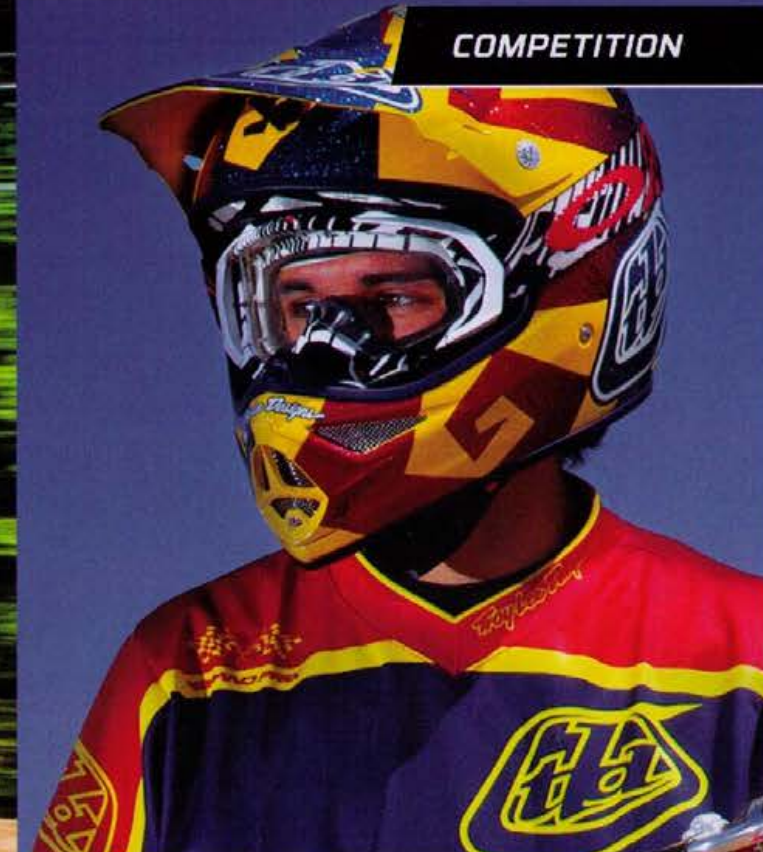
Yes, it's incredibly powerful. A high-tech Unicam engine controlled by sophisticated electronics then tuned and tweaked to near perfection, helps make sure of that. But the CRF450R is also surprisingly easy to ride fast. Really, *really* fast. That's because Honda engineers understand that a rocketship of an engine is only part of a winning formula in motocross, so they never stop searching for ways to improve power production and chassis handling and the way the two work together.

The result? A bike that rockets off the line and out of corners when you pin the throttle, yet never feels nervous or peaky when you need precision throttle control through the whoops or over doubles. A bike that allows you to adjust the powerband exactly the way you want it via Honda exclusive Engine Mode Select (EMS) system. A bike with a new-tech KYB Air Fork and Honda Progressive Steering Damper (HPSD) that changes direction quickly in hairpins, yet holds its line along a flat-out rutted straight. A bike that leaves you feeling fresh after a gruelling moto, and never gets tired of winning.

The CRF450R continues its evolution for 2016, with improvements aimed at making it even faster, even better handling, and even more reliable. In some ways, it is like rocket science.

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COMPETITION



■ TECHNOLOGY HIGHLIGHTS

- EMS System
- Honda Progressive Steering Damper
- KYB Air Fork
- Short Twin Muffler Exhaust

NEVER STAND STILL

In motocross, if you're not constantly improving, you're moving backwards. That's why the CRF450R continues to be at the leading edge of technological advancement, year after year. If it adds power, improves handling, enhances rider control, or reduces maintenance, chances are you'll find it first on the Honda CRF450R.

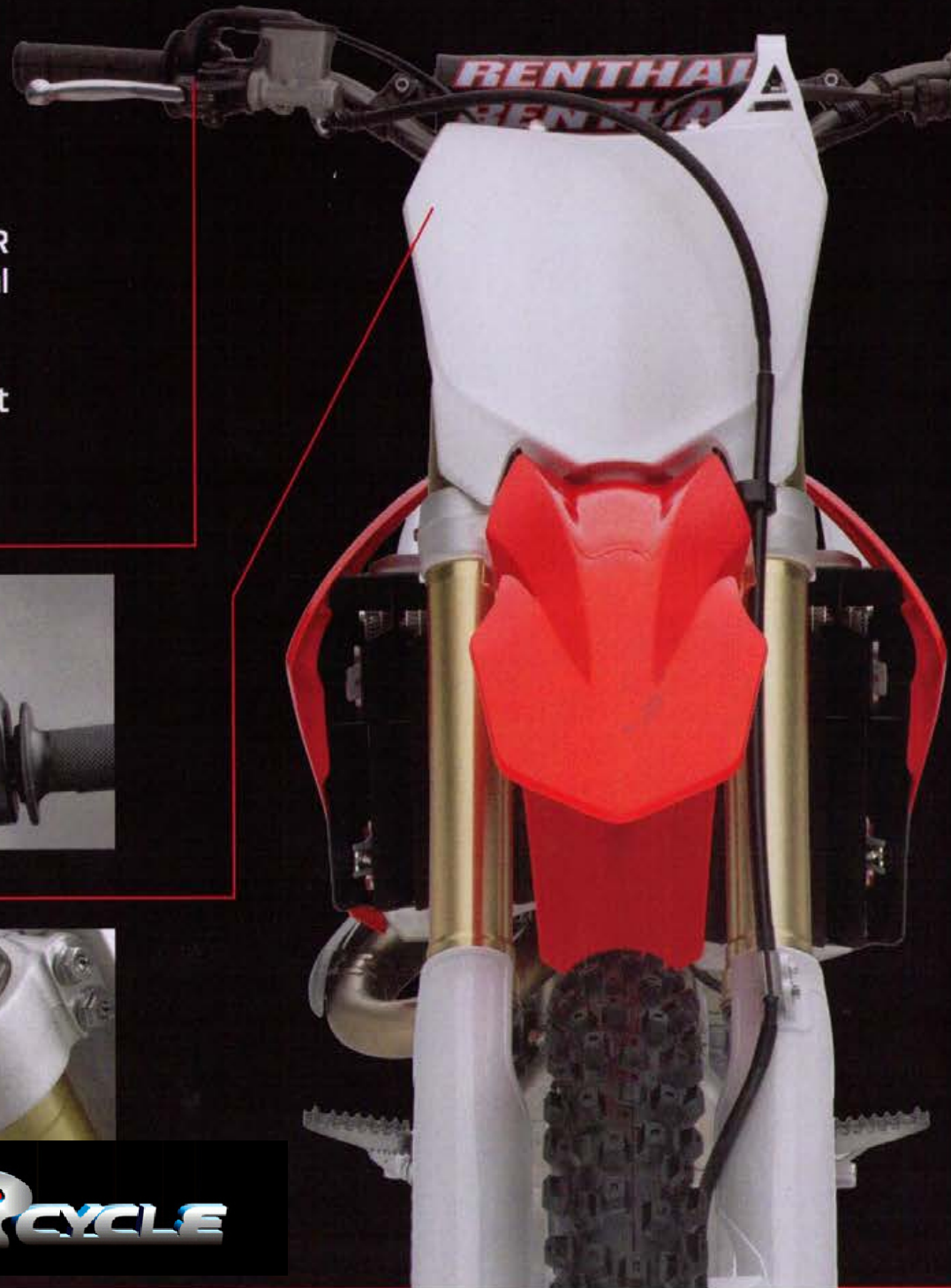
■ EMS SYSTEM

The CRF450R's Engine Mode Select (EMS) system lets you dial in power-delivery characteristics with a push of your thumb. Choose between three modes designed to perfectly suit track conditions or your riding style.



■ 5-WAY ADJUSTABLE AIR FORK

Now 5 mm longer for even better stability, the 48 mm KYB Air Fork features low-speed and high-speed damping adjusters for both rebound and compression - all conveniently located on the fork cap. The fork works with the Honda Progressive Steering Damper (HPSD) to help provide both quick steering when you want it, and amazing stability when you need it most.



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HEAT TREATMENT FOR UNICAM ENGINE PISTON

A special heat-treatment process improves the durability of the short-skirt piston in the Unicam engine, adding to the CRF450R's reputation for rock-solid reliability and low maintenance.



IMPROVED REAR SUSPENSION

A redesigned control arm in the Pro-Link rear suspension and revised settings for the fully adjustable KYB shock work in conjunction with the longer fork to improve chassis stability and overall traction.



DUAL MUFFLER SYSTEM

The twin-muffler exhaust system not only contributes to the engine's exceptional power characteristics, it's also positioned tightly to the frame's centre to take weight off the rear end and optimize mass centralization for improved handling.

THE ULTIMATE CRF

From its lightweight twin-spar aluminum frame, to its compact four-valve Unicam engine, to its works-style brakes, to its many high-tech innovations, the CRF450R reflects the advanced engineering and quality construction found in every Honda CRF competition bike.

RED RIDER

Red Rider Rewards Program

Supporting the next generation of champions

Being a part of the Honda Red Rider Rewards Program is your opportunity to connect with the family of Honda. Get recognized as a Honda rider and meet other Red Riders across Canada! Not to mention the opportunity to earn Honda Red Rider Bonus incentives—It pays to ride Honda!

BILL'S CYCLE



CRF
250R

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EVERY SECOND COUNTS

You train long and hard, you eat right, you constantly brainstorm racing strategy – anything to give yourself even the smallest edge over your competition. So why risk wasting all that effort by riding a bike that could be even a fraction of a second off the leading pace?

When you ride a CRF-R, you know you're riding with the advantage of Honda's absolute best motocross technology. And for 2016 our engineers have found a bunch of clever ways to make the CRF250R just a little bit better than ever before. It's more powerful, thanks to significant upgrades to its legendary Unicam engine with EMS powerband adjustment. And it lets you confidently apply all of that new power, thanks to a revised Showa SFF-Air TAC fork

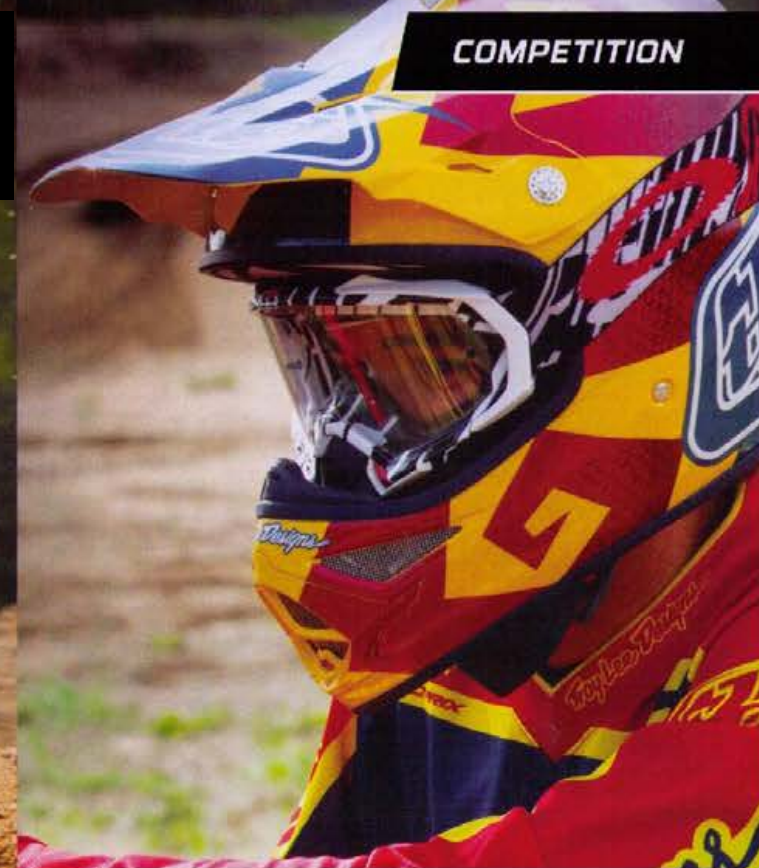
that works in tandem with the Next-Generation aluminum frame and Honda Progressive Steering Damper (HPSD) to help provide exceptional handling on even the toughest tracks.

What we haven't messed with, however, are the core things that really separate the CRF250R from the pack: its remarkable balance and predictability. Like the CRF450R, this is a bike that is engineered to react just the way you expect it to, just the way you want it to. Almost intuitively.

When only fractions of a second separate the winner from the pack, you want a bike that sweats all the details, big and small. A bike like the Honda CRF250R.

BILL'S CYCLE

COMPETITION



TECHNOLOGY HIGHLIGHTS

- EMS System
- Showa SFF-Air TAC Fork
- Titanium Exhaust Valves
- Short Twin Muffler Exhaust

CHALLENGE ACCEPTED

Take a bike that does it all, and make it do those things even better. Honda engineers love a challenge, so they managed to find a way to extract even more power from the CRF250R's Unicam engine, and to make the chassis just a little bit more stable. Combined with returning features like EMS and HPSD, the result is a bike that's better than ever at helping to make you the best rider you can be.

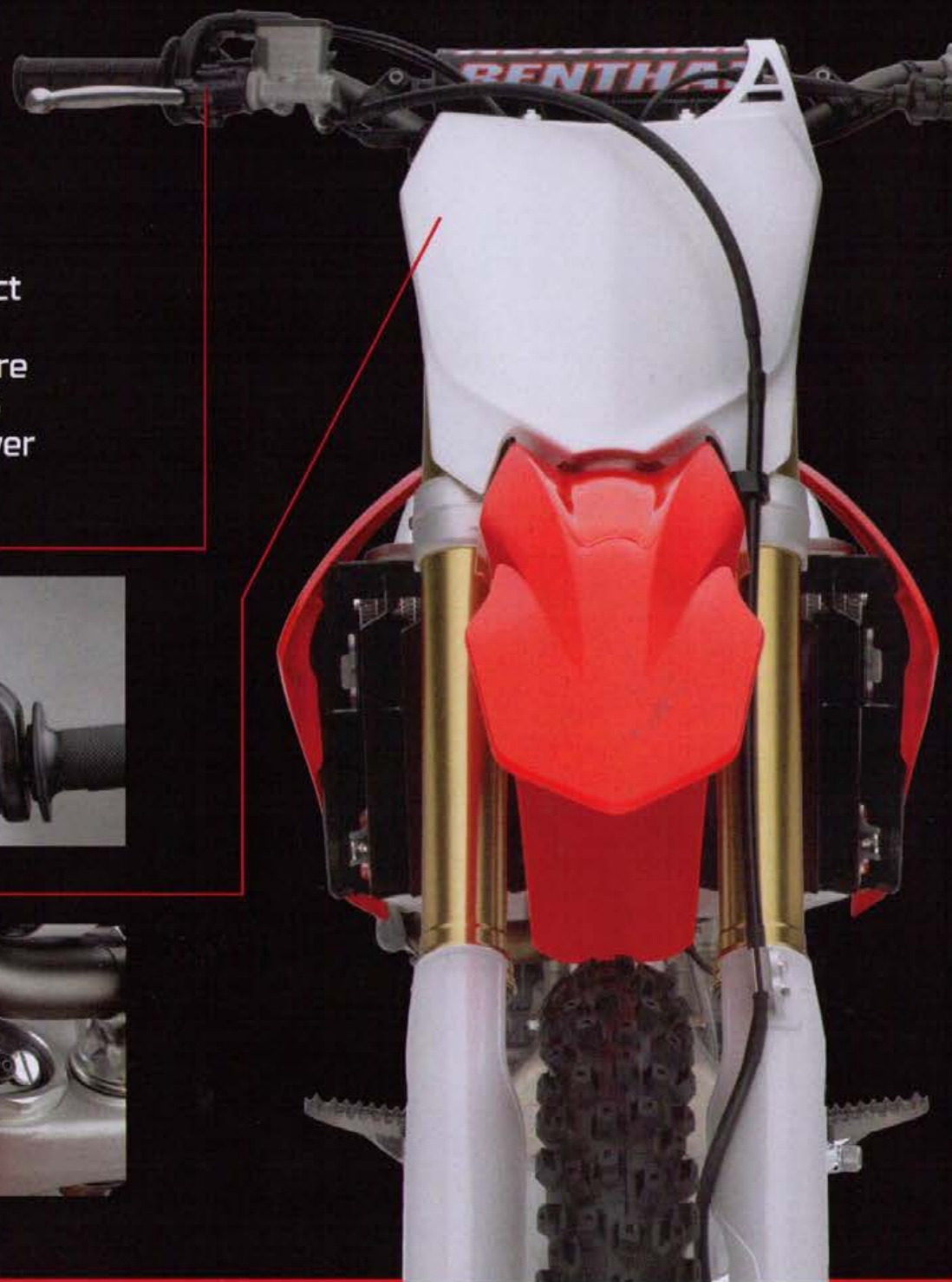
■ EMS SYSTEM

Want to tweak the powerband to better suit track conditions or your riding style? The Engine Mode Select (EMS) system makes it as easy as pushing a handlebar-mounted button. You can even fine-tune two of the three modes using the optional HRC (Honda Racing Corporation) setting tool.



■ NEW SHOWA SFF AIR FORK

The 49 mm Showa SFF-Air TAC fork weighs less than a conventional spring fork, it's easier to adjust, and it helps keep the front end planted. This year it's also 5 mm longer to enhance the bike's stability.



UPGRADED COOLING & PGM-FI

Larger radiators for 2016 help to cool the higher-output engine, and the Programmed Fuel Injection (PGM-FI) system has new mapping to ensure that power delivery remains easy to control.



MORE POWER

Increased cam lift, new titanium exhaust valves, new valve springs, and updates to cylinder-head porting, piston shape and connecting-rod shape, add up to an engine that's more powerful than ever.



IMPROVED EXHAUST SYSTEM

The twin-pipe design means that each muffler is shorter, mounts lower and is tucked in much closer to the bike's centre of mass compared to a single-muffler setup. For 2016 the mufflers feature a larger diameter and a new resonator for better power delivery.



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Visit motorcycle.honda.ca/racing-events



CRF

150R / 150 Expert

LEARNING TO WIN

If you're serious about becoming the best rider you can be, then we've got a couple of serious bikes that are sure to help accelerate your learning curve.

The Honda CRF150R and CRF150R Expert come loaded with seriously high-tech components, from an advanced 4-stroke Unicam engine that loves to rev – with no need to mix oil and gas – to adjustable Showa suspension, to 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 means that you'll spend your time riding, not wrenching.

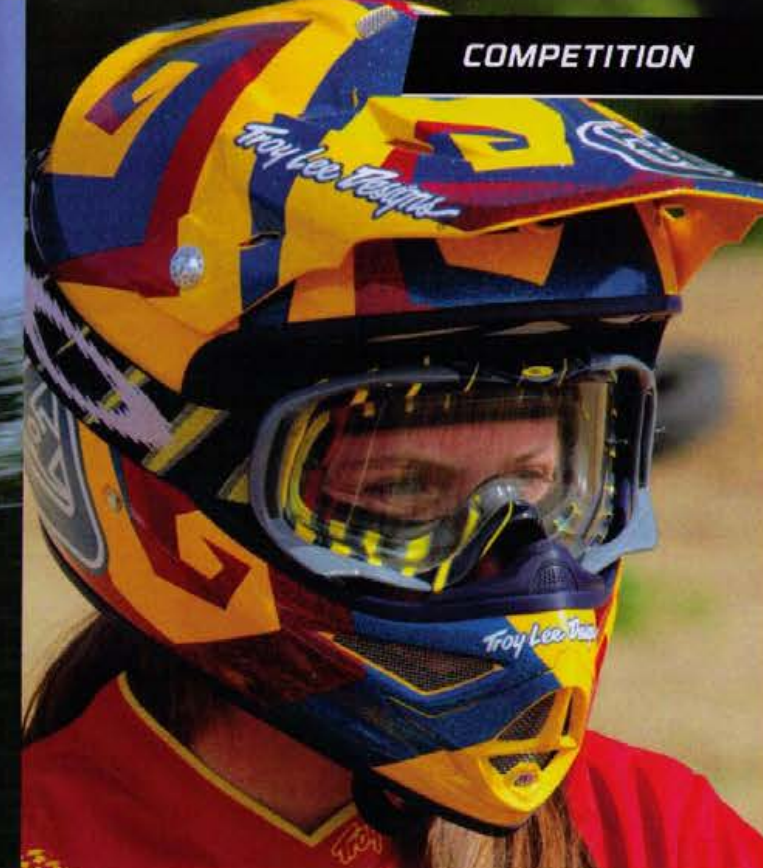
The CRF150R rides on 17-inch front and 14-inch rear wheels, while the Expert version steps up to 19-inch front and 16-inch rear wheels, plus a longer swingarm.

For the quickest way to faster lap times, hop on a Honda CRF150R or CRF150R Expert. Learning was never this much fun.

**BILL'S CYCLE**

BILLS CYCLE

COMPETITION



TECHNOLOGY HIGHLIGHTS

- High RPM 4-stroke Unicam Engine
- Adjustable Showa Suspension
- Front and Rear Disc Brakes

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 provide 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.



**BILL'S CYCLE**



	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	1,860 x 770 x 1,075 mm	1,945 x 786 x 1,117 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	548 mm	667 mm	735 mm	785 mm	832 mm	878 mm
SEAT-TO-PEG DISTANCE	339 mm	415 mm	464 mm	463 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 & Kick	Electric and Kick	Electric and Kick	Electric	Electric
AUTO CLUTCH	Yes	Yes	No	No	No	No
ADJUSTABLE THROTTLE LIMITER	Yes	Yes	No	No	No	No

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 helps 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 help 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.



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**Professional rider on closed course. Do not*

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 even some of 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 ideal balance feels like?



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CRF 230F

CRANK UP THE FUN WITHOUT TURNING A WRENCH

The popular 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 combine to make it 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 bodywork and graphics. Plus, because it's a Honda, you know it has been engineered to be super reliable and require a minimum of maintenance, which also helps it to retain a high resale value.



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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 minimum 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 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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CRF 125F

READY WHEN THEY ARE

The Honda CRF125F and its 4-speed gearbox with manual clutch provides the ideal next step up the learning ladder for young riders who have mastered the automatic clutch on the smaller CRFs. From the size, placement and light operation of the controls, to the way the 4-stroke engine is tuned to help inhibit stalling, to the convenient electric starter - it's all engineered to make the CRF125F unimposing for riders who are 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 build quality and reliability, which means you never have to worry that your youngster is riding a bike that was designed by cutting corners.

BILL'S CYCLE



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. And when the time does come to trade up, you'll be well informed of the durability and retained value that is a side-benefit of Honda's quality engineering.



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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 takes 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.



BILL'S CYCLE

TRAIL

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, unmatched reliability, and is 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 help 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.



BILL'S CYCLE

*Children pictured on closed course with adult supervision.
Children must be supervised at all times while operating a motorcycle.*

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 anywhere. 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

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.



BILLS CYCLE



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 controlled environment with safety top of mind, under the watchful eyes of knowledgeable instructors, and with the emphasis always on fun. We provide the appropriately sized CRF bikes, full riding gear and other essentials, while you sit back and enjoy seeing their smiles.

Visit motorcycle.honda.ca/iwannaride to learn more.



Junior
Red Riders

BILL'S CYCLE



RED RIDER 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 a little bit bigger, but the focus remains the same; having fun in a controlled environment with safety top of mind, while learning the skills you need to become the best rider you can be.

Visit motorcycle.honda.ca/iwannaride to learn more.

BILLS CYCLE

**Red Rider
Evolution**

RIDE RED

RIDE STRONG

RIDE FREE



RED RIDER

JOIN THE RED RIDER REWARDS PROGRAM

Honda is proud to support homegrown Canadian talent including 4-time Canadian MX Nationals Champion Colton Facciotti (2nd Overall MX1 in 2015) and Jeremy Medaglia (3rd Overall in MX2), while continuing to fuel the passion that grows stronger with every ride and every race.

Join the Honda Red Rider Rewards Program today, and find out why it pays to Ride Red.

Visit your local authorized Honda Motorcycle dealer for more information and become a Honda Red Rider for the 2016 racing season.

Visit motorcycle.honda.ca/racing-events to learn more.



JEREMY MEDAGLIA

3RD OVERALL 2015 MX2 ROCKSTAR
ENERGY MOTOCROSS NATIONALS

BILL'S CYCLE

**XR650L****CRF250L****CRF450R****CRF250R****CRF150R / CRF150R Expert****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 cc	149.7 cc	449 cc
BORE & STROKE	100 mm x 82 mm	76 mm x 58 mm	96 mm x 62 mm	76.8 mm x 53.8 mm	68 mm x 43.7 mm	96 mm x 62 mm
COMPRESSION RATIO	8.3:1	10.7:1	12.5:1	13.9:1	17.1:1	12.0:1
VALVE TRAIN	SOHC, RFVC, 4 valves	Chain-driven DOHC, 4 valves	Unicam, 4 valves	SOHC, 4 valves	SOHC, 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 46 mm throttle body	PGM-FI electronic fuel injection with 46 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 O-ring-sealed chain, 15T/45T	#520 O-ring-sealed chain, 14T/40T	#520 T-ring-sealed chain, 15T/48T	#520 O-ring-sealed chain, 15T/49T	#420 O-ring-sealed chain, 15T/56T	#520 T-ring-sealed chain, 13T/51T
FRONT SUSPENSION	43 mm Showa cartridge fork with compression damping adjustment; 260 mm (10.2 in.) travel	43 mm Showa inverted fork with 222 mm (8.7 in.) travel	49 mm inverted KYB PSF (Pneumatic Spring Fork) with air-adjustable spring rate and rebound / compression damping adjustability; 310 mm (12.2 in.) travel	49 mm inverted Showa SFF-Air fork with 16-position rebound and 18-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; 315 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 (15 positions) and high-speed (3.5 turns); 315 mm (12.3 in.) travel	Pro-Link fully adjustable Showa single shock; 242 mm (10.7 in.) travel Expert Model, 282 (11.1 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); 313 mm (12.3 in.) travel
TIRES	Front: 3.00 - 21 Rear: 4.60 - 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: 70/100 - 17 Rear: 90/100 - 14 Expert Model: Front: 70/100 - 19 Rear: 90/100 - 16	Front: 80/100 - 21 Rear: 110/100 - 18
BRAKES	Front: 235 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper	Front: 238 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper	Front: 260 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.)	332 mm (13 in.)	322 mm (12.7 in.)	300 mm (11.9 in.) Expert Model, 336 mm (13.2 in.)	348 mm (13.6 in.)
SEAT HEIGHT	940 mm (37 in.)	875 mm (34.4 in.)	955 mm (37.6 in.)	951 mm (37.4 in.)	833 mm (32.8 in.) Expert Model, 886 mm (34.1 in.)	963 mm (37.9 in.)
WHEELBASE	1455 mm (57.3 in.)	1445 mm (56.9 in.)	1494 mm (58.8 in.)	1489 mm (58.6 in.)	1260 mm (49.6 in.) Expert Model, 1285 mm (50.6 in.)	1480 mm (58.3 in.)
CURB WEIGHT*	158 kg (348 lbs.)*	145 kg (320 lbs.)*	101 kg (222.7 lbs.)*	104.9 kg (231 lbs.)*	84 kg (185 lbs.) Expert Model, 85 kg (187 lbs.)	122 kg (269 lbs.)*
FUEL CAPACITY	10.8 litres, including 2.8-litre reserve	7.7 litres	6.3 litres	6.3 litres	4.2 litres Expert Model, 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.

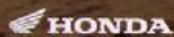


Honda builds motorcycles to meet some of the toughest engineering standards in the world, and formulates its oils and chemicals to those same high standards, thereby helping to maintain your Honda at peak performance. You bought a Honda because of its quality, performance and reliability. Why not match 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.





CRF250X	CRF230F	CRF150F	CRF125F	CRF125F (Big Wheel)	CRF110F	CRF50F
Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
249 cc	223 cc	149 cc	125 cc	125 cc	109 cc	49 cc
78 mm x 52.2 mm	65.5 mm x 66.2 mm	57.3 mm x 57.8 mm	52.4 mm x 57.9 mm	52.4 mm x 57.9 mm	50 mm x 55.6 mm	39 mm x 41.4 mm
12.9:1	9.0:1	9.5:1	9.0:1	9.0:1	9.0:1	10.0:1
Unicam, 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Keihin 37 mm flat-slide carb with throttle position sensor	Single 26 mm piston-valve carb	Single 22 mm piston-valve carb	Single 20 mm piston-valve carb	Single 20 mm piston-valve carb	Single 15 mm piston-valve carb	Single 13 mm piston-valve carb
Wide-ratio five-speed	5 x-speed with manual clutch	Five-speed with manual clutch	Four-speed with manual clutch	Four-speed with manual clutch	Four-speed with automatic clutch	Three-speed with automatic clutch
#520 T-ring-sealed chain; 14T/53T	#520 O-ring-sealed chain; 13T/50T	#520 O-ring-sealed chain; 13T/47T	#428 chain; 13T/46T	#428 chain; 13T/49T	#420 chain; 14T/38T	#420 chain; 14T/37T
47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	37 mm leading-axle Showa fork; 216 mm (8.5 in.) travel	35 mm leading-axle Showa fork; 207 mm (8.1 in.) travel	31 mm leading-axle Showa fork; 124 mm (4.9 in.) travel	31 mm leading-axle Showa fork; 133 mm (5.2 in.) travel	31 mm leading-axle Showa fork; 90 mm (3.5 in.) travel	Inverted telescopic fork; 87 mm (3.4 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 (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel	Pro-Link Showa single shock; 227 mm (8.9 in.) travel	Pro-Link Showa single shock; 114 mm (4.5 in.) travel	Pro-Link Showa single shock; 150 mm (5.9 in.) travel	Pro-Link Showa single shock; 87 mm (3.4 in.) travel	Single shock; 70 mm (2.8 in.) travel
Front: 80/100 - 21 Rear: 100/100 - 18	Front: 80/100 - 21 Rear: 100/100 - 18	Front: 70/100 - 19 Rear: 90/100 - 16	Front: 70/100 - 17 Rear: 90/100 - 14	Front: 70/100 - 19 Rear: 90/100 - 16	Front: 70/100 - 14 Rear: 80/100 - 12	Front: 2.50 - 10 Rear: 2.50 - 10
Front: 240 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 220 mm front disc Rear: drum	Front: 220 mm front disc Rear: drum	Front: drum Rear: drum	Front: drum Rear: drum
346 mm (13.6 in.)	305 mm (12 in.)	287 mm (11.3 in.)	218 mm (8.5 in.)	265 mm (10.4 in.)	175 mm (6.9 in.)	152 mm (6.0 in.)
958 mm (37.7 in.)	878 mm (34.6 in.)	832 mm (32.8 in.)	735 (28.9 in.)	785 mm (30.9 in.)	667 mm (26.3 in.)	548 mm (21.6 in.)
1,480 mm (58.3 in.)	1,372 mm (54 in.)	1,328 mm (52.3 in.)	1,220 mm (48 in.)	1,255 mm (49.4 in.)	1,065 mm (41.9 in.)	911 mm (35.9 in.)
115 kg (254 lbs.)*	113 kg (249 lbs.)*	106 kg (234 lbs.)*	87 kg (192 lbs.)*	88 kg (194 lbs.)*	74 kg (163 lbs.)*	50 kg (111 lbs.)*
7.3 litres, including 1.6-litre reserve	7.1 litres, including 1.6-litre reserve	7.2 litres, including 1.6-litre reserve	4.3 litres, including 0.9-litre reserve	4.3 litres, including 0.9-litre reserve	4.0 litres, including 1.0-litre reserve	2.6 litres, including 0.7-litre reserve
Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red



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