



Give yourself the Honda advantage

You've got the skill, and you've got the dedication. You spend every spare hour riding or training. But to step to the top of the podium you need something else: you need the best equipment. That's where the remarkable Honda CRF450R comes in.

The bike that revolutionized open-class motocross has gotten even better for 2011. The prodigious powerband produced by its mighty 449 cc Unicam™ four-stroke liquid-cooled engine is now even stronger, thanks to more low-end pull and midrange grunt along with enhanced throttle response via a new throttle body in the battery-less PGM-FI electronic fuel injection system. The system is able to deliver its fuel-air mixture with remarkable accuracy, plus it eliminates the need for a hot-start lever – just pull in the clutch, hold the throttle open, and kick.

Huge power, sure. But the CRF450R's chassis with its sturdy but lightweight fifth-generation twin-spar aluminum frame has been carefully designed to allow you to harness all that power for superb handling in the most demanding conditions. For 2011 a revised Kayaba fork



and improvements to the rear suspension linkage and shock settings produce better control, increased ride plushness and enhanced rear-wheel traction. Aggressive steering geometry means uncanny

manoeuvrability, while the improved Honda Progressive Steering Damper™ (HPSD) neatly tucked behind the front number plate means extra stability when you need it most.

The result of all this high-tech equipment? An amazingly nimble feel in the corners, plus control over the whoops and in fast sections that breeds confidence – and faster lap times.

Better power delivery, improved handling, even a quieter exhaust system... if you don't like settling for second best, then don't wait to give yourself the Honda CRF450R advantage.

- >> Revised engine tuning and a new 46 mm throttle body increase low-end and midrange power and provide improved throttle response
- >> The CRF450R's unique Unicam engine utilizes a four-lobe camshaft and individual rocker arms for each exhaust valve to reduce weight and size and to lower engine centre of gravity, while still allowing it to rev to a similar rpm as the more-traditional DOHC design
- >> The front fork gets a lighter cartridge cylinder and all-new valving for improved control and increased ride smoothness, while a new rear suspension linkage and revised shock valving result in improved chassis balance and increased rear wheel traction in rough-track conditions
- >> The Honda Progressive Steering Damper (HPSD) features a larger-diameter piston for 2011 (24 mm up from 20 mm) for improved tracking traits
- >> A redesigned muffler lowers sound level to a quieter 94 dB, allowing the CRF450R to comply to new sound regulations in Canadian racing

Getting the balance right

Twist the throttle and you'll feel it: power that rockets you off the berm and revs that climb to the stratosphere. Pound through the whoops or dive into a tight switchback and you'll feel it again: composed handling and spot-on suspension compliance. It's the feel of a bike

>> Improved engine tuning for 2011 results in better throttle response and increased midrange power from the CRF250R's 249 cc Unicam four-stroke liquid-cooled engine

>> The CRF250R's battery-less Programmed Fuel Injection (PGM-FI) system utilizes a 12-hole injector to ensure optimum fuel atomization and precisely targeted fuel charge, plus improved engine efficiency that allows the use of a smaller, lighter fuel tank

>> The adjustable Honda Progressive Steering Damper (HPSD) features a larger-diameter piston for 2011 (24 mm up from 20 mm) for improved tracking

>> Revised valving in the Showa front fork produces improved balance and better bottoming resistance

>> New valving in the Pro-Link Showa rear suspension improves chassis balance and suspension action

with superb balance and a winning pedigree. Could we be talking about anything other than the Honda CRF250R?

You need big power to win the big trophies, and the CRF250R produces the type of power that's not only strong, but also easy to control. Honda's battery-less Programmed Fuel Injection (PGM-FI) system ensures crisp throttle response and immense horsepower, and as a bonus it also improves engine efficiency, which allows the CRF250R to use a smaller fuel tank filled with less fuel. That means less weight high on the bike, which improves mass centralization for better side-to-side transitions. Plus, changes to engine tuning for 2011 provide even stronger bottom-end grunt and midrange power, and a new muffler reduces sound output to 94 dB to comply with new racing regulations.

The chassis? It's championship-calibre, too. A narrow Twin-Spar Aluminum Frame creates an ideal riding position, and it also moves the front wheel close to the engine



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for better manoeuvrability and overall handling. A new Honda Progressive Steering Damper (HPSD) with a larger-diameter damper piston aids tracking precision, and new suspension settings front and rear help give the CRF250R even better chassis balance.

The 2011 Honda CRF250R: Setting the bar just that much higher.



- >> Four-stroke power characteristics allow the CRF150R to use a five-speed transmission (versus six-speed on a comparable two-stroke motocross bike) for less shifting per lap
- >> Premium Showa suspension features full adjustability so you can dial-in the ride just the way you want it
- >> Semi-double-cradle frame and box-section swingarm contribute to the CRF150R's stable handling and quick turning
- >> Automatic decompression system makes starting easy, whether the engine is hot or cold
- >> Disc brakes front and rear provide championship-level stopping power



Take the fast track to the podium

It's small in stature, but certainly not short on big-time power or high-level technology. The Honda CRF150R is the little brother to the awesome CRF450R and CRF250R, and it shares the same family propensity for crossing the finish line way out in front of everyone else.

The CRF150R is the ultimate motocross bike for riders who play to win, and who hope to step up through the ranks to the very top of the sport. Its 149 cc Unicam four-valve engine is one of the most advanced in all of motocross, with a short-skirt piston that loves to rev, a Nikasil™ cylinder for durability, an FCR-type carburetor, and a high rev limit. And because it's a four-stroke, the engine produces the same sort of broad powerband and

meaty low-end torque as the bigger CRFs. Power comes on less abruptly compared to a two-stroke engine, there's less shifting required, and even the enhanced engine braking helps when diving into corners. It all adds up to a bike that's fast, easy to ride, and built Honda-tough.

The CRF150R gives you all the advantages of this high-tech engine, plus the handling benefits of a high-tech semi-double-cradle frame with aluminum

swingarm and fully adjustable Showa suspension. Wheel sizes of 17-inch front, 14-inch rear make the CRF150R the perfect fit for smaller-sized riders. And everywhere you look you'll see the same high quality and excellent fit-and-finish as found on all Honda CRFs.

The revolutionary Honda CRF150R: It puts you on the fast track to motocross glory.



DID YOU KNOW that a York University study has found that off-road-vehicle riders have higher levels of vitality, general happiness and quality of life than the population norm?



CRF250X

A winning combination

You want a bike that can tackle the toughest enduro events, and come away with the big trophies. You want a bike that can handle a rugged trail during fun weekend rides with your friends, and come away with bragging rights.

You want a Honda CRF450X or Honda CRF250X.

- >> Electric start, a resettable odometer, a halogen headlight and an LED taillight tucked into the rear fender, all help to make the Honda CRF450X and CRF250X the total package for fun rides, and for race wins
- >> Four-stroke Unicam engine is light, compact, powerful and counterbalanced for smoothness
- >> Twin-sump lubrication system separates the oil supply for the crankshaft, piston and valve train from the clutch and transmission. This ensures a cool supply of oil to the clutch, eliminates clutch and transmission material contamination of the engine oil, reduces the amount of circulating oil, and permits the use of a smaller oil pump
- >> Compact 15-step-adjustable Honda Progressive Steering Damper (HPSD) on the CRF450X improves stability and allows for extra-responsive steering geometry
- >> Factory-style brake rotors help reduce unsprung weight and contribute to impressive stopping power

These two high-performance enduro bikes include everything you need for serious competition, but we made sure they're also easy and fun to ride for when the competition is only between you and your buddies. Their liquid-cooled Unicam four-stroke engines are compact and lightweight, and tuned to produce the muscular low-end and mid-range power that will make short work of a tight, twisty uphill or a muddy corduroy

section, plus the high-revving horsepower for when the trail straightens out. Lightweight titanium intake valves, a high-compression slipper-type forged piston, and a Keihin FCR-type carburetor with an accelerator pump, all contribute to engine performance that's crisp, strong and easy to modulate.






Enduro bikes with this much power require a high-tech chassis that will let you put that power to the ground, and this is where the CRF450X and CRF250X really shine. Both bikes use a light but strong twin-spar aluminum frame, a Showa inverted cartridge fork, a trail-smoothing Pro-Link rear suspension with a fully adjustable Showa shock, and durable wheels with new black rims for 2011. The CRF450X also boasts a similar Honda Progressive Steering Damper (HPSD) and similar aggressive chassis geometry as found on the CRF450R motocross bike for amazing agility plus uncanny high-speed stability.






Big power and predictable handling — that's the Honda CRF450X and CRF250X formula. Track or trail, it's a winning combination.







CRF450X

SPECIFICATIONS

	Gold Wing / Gold Wing Airbag	ST1300A	DN-01	VT1300CXA Fury *	VT1300CSA Sabre
Engine type	Liquid-cooled horizontally opposed six	Liquid-cooled 90-degree V-4	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,832 cc	1,261 cc	680 cc	1,312 cc	1,312 cc
Bore & stroke	74 mm x 71 mm	78 mm x 66 mm	81 mm x 66 mm	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm
Compression ratio	9.8:1	10.8:1	10:1	9.2:1	9.2:1
Valve train	Chain-driven SOHC, 2 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven SOHC, 4 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed including overdrive, plus electric reverse	Five-speed	HFT continuously variable, hydro-mechanical 2-mode automatic with six-speed manual mode	Five-speed	Five-speed
Final drive	Shaft	Shaft	Shaft	Shaft	Shaft
Front suspension	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm HMAS cartridge fork; 108 mm (4.3 in.) travel	41 mm fork; 101 mm (4 in.) travel	45 mm fork; 102 mm (4 in.) travel	41 mm fork; 102 mm (4 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link single shock with computer-controlled preload adjustment and two memory presets; 105 mm (4.1 in.) travel	HMAS gas-charged single shock with five-position spring preload adjustment; 123 mm (4.8 in.) travel	Single shock with spring preload adjustment; 120 mm (4.7 in.) travel	Single shock with adjustable rebound damping and six-position spring preload adjustment; 95 mm (3.7 in.) travel	Single shock; 100 mm (3.9 in.) travel
Tires	130/70R - 18 radial front; 180/60R - 16 radial rear	120/70ZR - 18 radial front; 170/60ZR - 17 radial rear	130/70ZR-17 radial front; 190/50ZR-17 radial rear	90/90 - 21 front; 200/50R - 18 rear	90/90 - 21 front; 170/80 - 15 rear
Brakes	Front dual 296 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 310 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 276 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS
Seat height	740 mm (29.1 in.)	790 mm (31.1 in.) adjustable +/- 15 mm (0.6 in.)	713 mm (28.1 in.)	685 mm (27 in.)	684 mm (26.9 in.)
Wheelbase	1,690 mm (66.5 in.)	1,491 mm (58.7 in.)	1,609 mm (63.3 in.)	1,805 mm (71.1 in.)	1,785 mm (70.3 in.)
Curb weight	412 kg (908 lb); Airbag model: 421 kg (928 lb) including required fluids and full tank of gas - ready to ride	331 kg (760 lb) including required fluids and full tank of gas - ready to ride	270 kg (595 lb) including required fluids and full tank of gas - ready to ride	308 kg (679 lb) including required fluids and full tank of gas - ready to ride	307 kg (677 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	25 litres	29 litres	15.3 litres, including 3-litre reserve	12.8 litres	16.5 litres
Colour	Nebulous Black Metallic, Caliente Red Metallic; Airbag: Nebulous Black Metallic, Pearl Glacier White	Graphite Black	Graphite Black	Mat Axis Orange, Bordeaux Red Metallic	Glint Wave Blue Metallic
					






	VT1300CRA Stataline	VT1300CTA Interstate	Shadow RS	VT750C Phantom	VT750CA Spirit
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,312 cc	1,312 cc	745 cc	745 cc	745 cc
Bore & stroke	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm	79 mm x 76 mm	79 mm x 76 mm	79 mm x 76 mm
Compression ratio	9.2:1	9.2:1	9.6:1	9.6:1	9.6:1
Valve train	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed	Five-speed	Wide-ratio five-speed	Wide-ratio five-speed	Wide-ratio five-speed
Final drive	Shaft	Shaft	O-ring-sealed chain	Shaft	Shaft
Front suspension	41 mm fork; 102 mm (4 in.) travel	41 mm fork; 102 mm (4 in.) travel	41 mm fork; 118 mm (4.6 in.) travel	41 mm fork; 117 mm (4.6 in.) travel	41 mm fork; 115 mm (4.5 in.) travel
Rear suspension	Single shock; 100 mm (3.9 in.) travel	Single shock; 100 mm (3.9 in.) travel	Dual shocks with spring preload adjustment; 90 mm (3.5 in.) travel	Dual shocks with spring preload adjustment; 89 mm (3.5 in.) travel	Dual shocks with spring preload adjustment; 89 mm (3.5 in.) travel
Tires	140/80 - 17 front; 170/80 - 15 rear	140/80 - 17 front; 170/80 - 15 rear	100/90 - 19 front; 150/80 - 16 rear	120/90 - 17 front; 160/80 - 15 rear	90/90 - 21 front; 160/80 - 15 rear
Brakes	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 296 mm disc with dual-piston caliper; rear drum	Front single 296 mm disc with dual-piston caliper; rear drum	Front single 296 mm disc with dual-piston caliper; rear 276 mm disc with single-piston caliper, Combined Braking System with ABS
Seat height	680 mm (26.8 in.)	680 mm (26.8 in.)	750 mm (29.5 in.)	655 mm (25.8 in.)	655 mm (25.8 in.)
Wheelbase	1,785 mm (70.3 in.)	1,785 mm (70.3 in.)	1,560 mm (61.4 in.)	1,640 mm (64.6 in.)	1,655 mm (65.2 in.)
Curb weight	311 kg (686 lb) including required fluids and full tank of gas - ready to ride	329 kg (725 lb) including required fluids and full tank of gas - ready to ride	228 kg (503 lb) including required fluids and full tank of gas - ready to ride	249 kg (549 lb) including required fluids and full tank of gas - ready to ride	251 kg (553 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	16.5 litres	16.5 litres	10 litres, including 2.6-litre reserve	14 litres, including 3.5-litre reserve	14 litres, including 3.5-litre reserve
Colour	Candy Red	Bordeaux Red Metallic	Heavy Grey Metallic	Graphite Black	Graphite Black
					

	VT750CA Aero	Varadero *	CBF1000A	CBF600SA
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 90-degree V-twin	Liquid-cooled inline-four	Liquid-cooled inline-four
Displacement	745 cc	996 cc	998 cc	599 cc
Bore & stroke	79 mm x 76 mm	98 mm x 66 mm	75 mm x 56.5 mm	67 mm x 42.5 mm
Compression ratio	9.6:1	9.8:1	11.2:1	11.6:1
Valve train	Chain-driven SOHC, 3 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Wide-ratio five-speed	Six-speed	Six-speed	Six-speed
Final drive	Shaft	O-ring-sealed chain; 16T/47T	O-ring-sealed chain; 16T/43T	O-ring-sealed chain
Front suspension	41 mm fork; 117 mm (4.6 in.) travel	43 mm fork; 155 mm (6.1 in.) travel	41 mm cartridge fork; 108 mm (4.3 in.) travel	41 mm fork with spring preload adjustment; 108 mm (4.3 in.) travel
Rear suspension	Dual shocks with spring preload adjustment; 89 mm (3.5 in.) travel	Pro-Link single shock with spring preload and rebound-damping adjustment; 145 mm (5.7 in.) travel	Pro-Link with gas-charged HMAS single shock; 120 mm (4.7 in.) travel	Single shock with spring preload adjustment; 125 mm (4.9 in.) travel
Tires	120/90 - 17 front; 160/80 - 15 rear	110/80R-19 radial front; 150/70R-17 radial rear	120/70ZR-17 radial front; 160/60ZR-17 radial rear	120/70ZR - 17 radial front; 160/60ZR - 17 radial rear
Brakes	Front single 296 mm disc with triple-piston caliper, rear 276 mm disc with single-piston caliper. Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 256 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 240 mm disc with single-piston caliper. Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 240 mm disc with single-piston caliper. Combined Braking System with ABS
Seat height	660 mm (26 in.)	843 mm (33.2 in.)	795 mm (31.3 in.) adjustable +/- 15 mm (0.6 in.)	785 mm (30.9 in.) adjustable +/- 15 mm (0.6 in.)
Wheelbase	1,640 mm (64.6 in.)	1,559 mm (61.4 in.)	1,495 mm (58.8 in.)	1,490 mm (58.7 in.)
Curb weight	262 kg (578 lb) including required fluids and full tank of gas - ready to ride	277 kg (611 lb) including required fluids and full tank of gas - ready to ride	245 kg (540 lb) including required fluids and full tank of gas - ready to ride	222 kg (489 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	14 litres, including 3.5-litre reserve	25 litres	20 litres	20 litres including 4-litre reserve
Colour	Candy Red	Concours Black Pearl	Pearl Nightstar Black	Pearl Nightstar Black
				






* available only at Honda Powerhouse Dealers






Varadero with optional Honda Genuine Accessories saddlebags



	VFR1200FA / VFR1200FA DCT	VFR800A Interceptor	CBR1000RR / Repsol Edition	CBR600RR / CBR600RR	CB1000RA
Engine type	Liquid-cooled 76-degree V-4 with asymmetrical FR/R cylinder layout	Liquid-cooled 90-degree V-4	Liquid-cooled inline-four	Liquid-cooled inline-four	Liquid-cooled inline-four
Displacement	1,237 cc	782 cc	999 cc	599 cc	998 cc
Bore & stroke	81 mm x 60 mm	72 mm x 48 mm	76 mm x 55.1 mm	67 mm x 42.5 mm	75 mm x 56.5 mm
Compression ratio	12:1	11.6:1	12.3:1	12.2:1	11.2:1
Valve train	Chain-driven SOHC Unicam, 4 valves per cylinder	VTEC chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	Dual Stage Fuel Injection	Dual Stage Fuel Injection	PGM-FI electronic fuel injection
Transmission	Six-speed / DCT model: Dual Clutch Transmission with two automatic shift modes and a manual shift mode via paddle-style shifters	Close-ratio six-speed	Close-ratio six-speed	Close-ratio six-speed	Six-speed
Final drive	Shaft	O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain	#530 O-ring-sealed chain
Front suspension	43 mm cartridge fork with spring preload adjustment; 108 mm (4.3 in.) travel	43 mm HMAS cartridge fork; 108 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 110 mm (4.3 in.) travel	41 mm inverted HMAS cartridge fork with full adjustability; 110 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 120 mm (4.7 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link single shock with spring preload and rebound damping adjustment; 130 mm (5.1 in.) travel	Pro-Arm single-sided swingarm with Unit Pro-Link HMAS single shock; 120 mm (4.7 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 138 mm (5.4 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel	Pro-Arm single-sided swingarm with HMAS single shock with spring preload and rebound damping adjustment; 128 mm (5 in.) travel
Tires	120/70ZR - 17 radial front; 190/55ZR - 17 radial rear	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear	120/70ZR - 17 radial front; 190/50ZR-17 radial rear	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear	120/70ZR - 17 radial front; 180/55ZR-17 radial rear
Brakes	Front dual 320 mm discs with six-piston calipers; rear 276 mm disc with dual-piston caliper. Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 256 mm disc with triple-piston caliper. Combined Braking System with ABS	Front dual 320 mm discs with radial-mounted four-piston calipers; rear 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS	Front dual 310 mm discs with radial-mounted four-piston calipers; rear 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS (RRR model)	Front dual 310 mm discs with radial-mounted triple-piston calipers; rear single 256 mm disc with dual-piston caliper. Combined Braking System with ABS
Seat height	810 mm (31.9 in.)	805 mm (31.7 in.)	820 mm (32.3 in.)	820 mm (32.3 in.)	825 mm (32.5 in.)
Wheelbase	1,545 mm (60.8 in.)	1,460 mm (57.5 in.)	1,410 mm (55.5 in.)	1,370 mm (53.9 in.)	1,445 mm (56.9 in.)
Curb weight	268 kg (591 lb); DCT model: 278 kg (613 lb) including required fluids and full tank of gas - ready to ride	250 kg (551 lb) including required fluids and full tank of gas - ready to ride	210 kg (463 lb) including required fluids and full tank of gas - ready to ride	196 kg (432 lb); RR model 186 kg (410 lb) including required fluids and full tank of gas - ready to ride	222 kg (489 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	18.5 litres	22 litres	17.7 litres	18 litres	17 litres, including 4-litre reserve
Colour	Darkness Black Metallic	White Special Edition	Graphite Black, Optional Repsol	Orange/Precious Grey Metallic; RR: Victory Red	Pearl Nightstar Black
					

SPECIFICATIONS

	CBR250RA / CBR250R	CBR125R	SH150i	Ruckus	Jazz
Engine type	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke
Displacement	249 cc	125 cc	153 cc	49 cc	49 cc
Bore & stroke	76 mm x 55 mm	58 mm x 47.2 mm	58 mm x 57.8 mm	37.8 mm x 44 mm	37.8 mm x 44 mm
Compression ratio	10.7:1	11:1	11:1	11.9:1	11.9:1
Valve train	Chain-driven DOHC, 4 valves	Chain-driven SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	18 mm CV with auto choke	18 mm CV with auto choke
Transmission	Six-speed	Six-speed	Automatic V-Matic	Automatic V-Matic	Automatic V-Matic
Final drive	O-ring-sealed chain	O-ring-sealed chain	Belt	Belt	Belt
Front suspension	37 mm telescopic fork; 130 mm (5.1 in.) travel	31 mm telescopic fork; 120 mm (4.7 in.) travel	33 mm hydraulic fork; 89 mm (3.5 in.) travel	Twin downtube fork; 56 mm (2.2 in.) travel	Twin downtube fork; 48 mm (1.9 in.) travel
Rear suspension	Pro-Link single shock with spring preload adjustment; 104 mm (4.1 in.) travel	Single shock; 126 mm (5 in.) travel	Dual shocks with spring preload adjustment; 83 mm (3.3 in.) travel	Single shock; 66 mm (2.6 in.) travel	Single shock; 66 mm (2.6 in.) travel
Tires	110/70 - 17 front; 140/70 - 17 rear	100/80 - 17 front; 130/70 - 17 rear	100/80 - 16 front; 120/80 - 16 rear	120/90 - 10 front; 130/90 - 10 rear	90/90 - 10 front; 90/90 - 10 rear
Brakes	Front 296 mm disc with triple-piston caliper (R model dual-piston caliper); rear 220 mm disc with single-piston caliper. Combined Braking System with ABS (RA model)	Front 276 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 220 mm disc with dual-piston caliper; rear drum. Combined Braking System	Front drum; rear drum	Front drum; rear drum. Combined Braking System
Seat height	775 mm (30.5 in.)	795 mm (31.3 in.)	785 mm (30.9 in.)	735 mm (28.9 in.)	719 mm (28.3 in.)
Wheelbase	1,370 mm (53.9 in.)	1,310 mm (51.6 in.)	1,335 mm (52.6 in.)	1,265 mm (49.8 in.)	1,190 mm (46.9 in.)
Curb weight	166 kg (366 lb); R model 162 kg (357 lb) including required fluids and full tank of gas - ready to ride	137 kg (302 lb) including required fluids and full tank of gas - ready to ride	140 kg (309 lb) including required fluids and full tank of gas - ready to ride	88 kg (194 lb) including required fluids and full tank of gas - ready to ride	80 kg (176 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	13 litres, including reserve	13 litres, including reserve	7.5 litres	5 litres	5 litres
Colour	Ruby Red/Silver Metallic, Asteroid Black Metallic	Asteroid Black Metallic, Terra Silver Metallic	Velvet Red Metallic, Pearl Nightstar Black	Black	Classical White, optional Monza Red, Heavy Grey Metallic/Penguin Grey
					

	XR650L	CRF230L	CRF230M	CRF230F	CRF150F
Engine type	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke
Displacement	644 cc	223 cc	223 cc	223 cc	149 cc
Bore & stroke	100 mm x 82 mm	65.5 mm x 66.2 mm	65.5 mm x 66.2 mm	65.5 mm x 66.2 mm	57.3 mm x 57.8 mm
Compression ratio	8.3:1	9:1	9:1	9:1	9.5:1
Valve train	SOHC, RFVC 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	Single 42.5 mm CV carb	Single 30 mm CV carb	Single 30 mm CV carb	Single 28 mm piston-valve carb	Single 22 mm piston-valve carb
Transmission	Five-speed with manual clutch	Six-speed with manual clutch	Six-speed with manual clutch	Six-speed with manual clutch	Five-speed with manual clutch
Final drive	#520 O-ring-sealed chain; 15T/45T	#520 O-ring-sealed chain; 13T/39T	#520 O-ring-sealed chain; 13T/38T	#520 O-ring-sealed chain; 13T/50T	#520 O-ring-sealed chain; 13T/47T
Front suspension	43 mm Showa cartridge fork with compression damping adjustment; 260 mm (10.2 in.) travel	37 mm leading-axle Showa fork; 205 mm (8.1 in.) travel	37 mm leading-axle Showa fork; 207 mm (8.1 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
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; 155 mm (6.1 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 167 mm (6.6 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
Tires	3.00 - 21 front; 4.60 - 18 rear	2.75 - 21 front; 120/80 - 18 rear	110/70 - 17 front; 130/70 - 17 rear	80/100 - 21 front; 100/100 - 18 rear	70/100 - 19 front; 90/100 - 16 rear
Brakes	Front 255 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear drum	Front 240 mm disc with dual-piston caliper; rear drum
Ground clearance	330 mm (13 in.)	243 mm (9.6 in.)	235 mm (9.3 in.)	305 mm (12 in.)	257 mm (10.1 in.)
Seat height	940 mm (37 in.)	810 mm (31.9 in.)	805 mm (31.7 in.)	878 mm (34.6 in.)	832 mm (32.8 in.)
Wheelbase	1,455 mm (57.3 in.)	1,340 mm (52.7 in.)	1,336 mm (52.6 in.)	1,372 mm (54 in.)	1,328 mm (52.3 in.)
Curb weight	158 kg (348 lb) including required fluids and full tank of gas - ready to ride	121 kg (267 lb) including required fluids and full tank of gas - ready to ride	125 kg (276 lb) including required fluids and full tank of gas - ready to ride	113 kg (249 lb) including required fluids and full tank of gas - ready to ride	106 kg (234 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	10.5 litres, including 2.8-litre reserve	8.7 litres, including 2.7-litre reserve	8.7 litres, including 2.7-litre reserve	7 litres, including 1.3-litre reserve	7 litres, including 1.6-litre reserve
Colour	Extreme Red	Extreme Red	Black	Extreme Red	Extreme Red
					

	CRF100F	CRF80F	CRF70F	CRF50F
Engine type	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke
Displacement	99 cc	80 cc	72 cc	49 cc
Bore & stroke	53 mm x 45 mm	47.5 mm x 45 mm	47 mm x 41.4 mm	39 mm x 41.4 mm
Compression ratio	9.4:1	9.7:1	9:1	10:1
Valve train	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	Single 20 mm piston-valve carb	Single 18 mm piston-valve carb	Single 13 mm piston-valve carb	Single 13 mm piston-valve carb
Transmission	Five-speed with manual clutch	Five-speed with manual clutch	Three-speed with automatic clutch	Three-speed with automatic clutch
Final drive	#428 chain; 14T/50T	#420 chain; 14T/46T	#420 chain; 15T/36T	#420 chain; 14T/37T
Front suspension	27 mm leading-axle Showa fork; 132 mm (5.2 in.) travel	27 mm leading-axle Showa fork; 123 mm (5 in.) travel	27 mm telescopic fork; 90 mm (3.5 in.) travel	Inverted telescopic fork; 87 mm (3.4 in.) travel
Rear suspension	Pro-Link Showa single shock; 148 mm (5.8 in.) travel	Pro-Link Showa single shock; 110 mm (4.3 in.) travel	Single shock; 88 mm (3.5 in.) travel	Single shock; 70 mm (2.8 in.) travel
Tires	70/100 - 19 front; 90/100 - 16 rear	2.50 - 16 front; 3.60 - 14 rear	2.50 - 14 front; 3.00 - 12 rear	2.50 - 10 front; 2.50 - 10 rear
Brakes	Front drum; rear drum	Front drum; rear drum	Front drum; rear drum	Front drum; rear drum
Ground clearance	252 mm (9.9 in.)	218 mm (8.6 in.)	178 mm (7 in.)	146 mm (5.8 in.)
Seat height	785 mm (30.9 in.)	734 mm (28.9 in.)	655 mm (25.8 in.)	548 mm (21.6 in.)
Wheelbase	1,250 mm (49.2 in.)	1,209 mm (47.6 in.)	1,063 mm (41.9 in.)	911 mm (35.9 in.)
Curb weight	77 kg (170 lb) including required fluids and full tank of gas - ready to ride	75 kg (165 lb) including required fluids and full tank of gas - ready to ride	64 kg (141 lb) including required fluids and full tank of gas - ready to ride	50 kg (110 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	5 litres, including 0.7-litre reserve	5 litres, including 0.7-litre reserve	5 litres, including 0.7-litre reserve	2.6 litres, including 0.7-litre reserve
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red
				



CRF230L

	CRF450R	CRF250R	CRF150R	CRF450X	CRF250X
Engine type	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke
Displacement	449 cc	249 cc	149 cc	449 cc	249 cc
Bore & stroke	96 mm x 62.1 mm	76.8 mm x 53.8 mm	66 mm x 43.7 mm	96 mm x 62.1 mm	78 mm x 52.2 mm
Compression ratio	12:1	13.2:1	11.7:1	12:1	12.9:1
Valve train	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves
Fuel delivery	PGM-FI electronic fuel injection with 46 mm throttle body	PGM-FI electronic fuel injection with 50 mm throttle body	Keihin 32 mm flat-slide carb with throttle position sensor	Keihin 40 mm flat-slide carb with throttle position sensor	Keihin 37 mm flat-slide carb with throttle position sensor
Transmission	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed	Wide-ratio five-speed	Wide-ratio five-speed
Final drive	#520 O-ring-sealed chain; 13T/48T	#520 O-ring-sealed chain; 13T/49T	#420 O-ring-sealed chain; 15T/50T	#520 T-ring-sealed chain; 13T/51T	#520 T-ring-sealed chain; 14T/53T
Front suspension	48 mm inverted Kayaba Air-Oil Separate (AOS) fork with 16-position rebound and 18-position compression damping adjustment; 310 mm (12.2 in.) travel	48 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 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	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 Kayaba single shock with spring preload, 20-position rebound damping adjustment, and compression damping adjustment separated into low-speed (18 positions) and high-speed (1.5 turns); 318 mm (12.5 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); 318 mm (12.5 in.) travel	Pro-Link fully adjustable Showa single shock; 272 mm (10.7 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); 313 mm (12.3 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); 313 mm (12.3 in.) travel
Tires	80/100 - 21 front; 120/80 - 19 rear	80/100 - 21 front; 100/90 - 19 rear	70/100 - 17 front; 90/100 - 14 rear	80/100 - 21 front; 110/100 - 18 rear	80/100 - 21 front; 100/100 - 18 rear
Brakes	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 220 mm disc with single-piston caliper; rear 190 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc
Ground clearance	332 mm (13.1 in.)	325 mm (12.8 in.)	301 mm (11.9 in.)	346 mm (13.6 in.)	346 mm (13.6 in.)
Seat height	954 mm (37.6 in.)	955 mm (37.6 in.)	832 mm (32.8 in.)	963 mm (37.9 in.)	958 mm (37.7 in.)
Wheelbase	1,491 mm (58.7 in.)	1,488 mm (58.6 in.)	1,260 mm (49.6 in.)	1,480 mm (58.3 in.)	1,480 mm (58.3 in.)
Curb weight	108 kg (238 lb) including required fluids and full tank of gas - ready to ride	102.5 kg (226 lb) including required fluids and full tank of gas - ready to ride	83 kg (183 lb) including required fluids and full tank of gas - ready to ride	122 kg (269 lb) including required fluids and full tank of gas - ready to ride	115 kg (253 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	5.7 litres	5.7 litres	4.3 litres	7.2 litres, including 1.6-litre reserve	7.3 litres, including 1.6-litre reserve
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red
	