

DIRT BIKES 2018



honda.ca



CRF450R

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.

MOTOCROSS

Loaded with advanced technology from years of racing triumphs, Honda CRF competition motorcycles are passionately engineered to win—making every ride better than the last.



CRF450R



CRF250R



CRF150R / CRF150R EXPERT



CRF450RX

ENDUROCROSS

Step into the extreme world of grueling cross-country and endurocross, where you must thrive on tough terrain and face challenges head-on.



TRIALS

Designed and tuned specifically for the distinct demands of trials riding, it's time to bring performance to life and take total control.



MONTESA COTA 4RT260

2017 European Model shown



CRF110F

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 trail bike designed just for you.



CRF125F



CRF110F



CRF50F



CRF250 RALLY

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.



CRF250L



CRF250 RALLY

BRING OUT YOUR BEST

ENGINEERED TO DOMINATE, DESIGNED FOR DIVERSITY

On the track, on the course, on the trails: wherever you ride, the 2018 Honda CRF lineup features a diverse selection of simply incredible competition models—expertly engineered to be as agile and tough as those who proudly choose to ride red, ride strong and ride free.

These days it takes a combination of skills and strengths to achieve top performance at any level of dirt bike riding. Originally engineered to exceed the high demands of professional motocross, supercross and off-road racing, the Honda CRF Competition series of motorcycles are known for breaking boundaries in all forms of motorsport, including the resurging world of flat track racing and the unforgiving demands of cross-country and endurocross competition.

The diversity and dexterity found at the core of every Honda CRF is a true testament to the celebrated history and widely recognized Honda heritage in dirt bike domination and off-road competition. Known for professional racing success in decades past and today, one thing remains constant — the continued dedication by Honda when it comes to supporting homegrown talent and racing in Canada.

“ a true testament to the celebrated history and widely recognized Honda heritage in dirt bike domination and off-road competition.”

In motocross and flat track, the flagship Honda CRF450R and all-new 2018 CRF250R use some of the most advanced technology specifically tuned to deliver the competitive edge it takes to win and make every ride better than the last. Your quest for electrifying and passionate performance can't be stopped with this dynamic duo leading the charge.

Designed exclusively to take on the grueling challenges of cross-country and endurocross, the CRF450RX is a dedicated competition-ready enduro-racer that will get your adrenaline pumping. Best described as a fearless race machine with tough-as-nails capability—it's a rugged and raw go-to choice that never holds back.

When it comes to real-world racing application the proven CRF competition models may each have their differences, but they also have a lot in common—boasting a lengthy list of proven features and aggressive attitude reflected throughout the full CRF dirt bike lineup. With legendary Honda quality racers know and trust, all CRF competition models are highly sought-after weapons of choice among professional motocross, endurocross and flat track riders.

They say that history is always the greatest guide and if we rewind to as far back as 1996, Honda has led the way in Canadian off-road competition with pro riders like Marco Dube, Jean Sebastien Roy and of course now with four-time Canadian national motocross champion Colton Facciotti with the Honda Canada GDR Fox Racing Team.



With a long legacy of commitment to dirt bike competition and a storied heritage of wins on and off the track, it's only natural to see Honda discover new ways to win and supporting the scene. Whether through athletes, racing or the new and innovative CRF competition bikes, Honda always seems to find a way to reach for the top.

Regardless of which CRF dirt bike best suits your off-road needs, the Honda CRF Competition lineup is where you'll find a fit tailored to help take you to the top of the podium. Plus, with a proven reputation for making some of the most reliable motorcycles in the world, there really isn't a comparable alternative that can touch the CRF lineup for overall versatility. Engineered to dominate and designed for diverse forms of off-road riding and racing, the 2018 Honda CRF Competition lineup is simply incredible.



CRF 450R

ABSOLUTE HOLESHOT

The race ready Honda CRF450R is our ultimate motocross machine with superb straight out of the gate performance. The CRF450R continues to pack a serious punch with its already impressive package, thanks to additional tweaks and refinement resulting in improved power and acceleration, exceptional handling and traction—plus the aggressive ‘absolute holeshot’ attitude and legendary Honda quality racers know and trust.

Yes, it’s incredibly powerful, as the high-tech Honda Unicam engine controlled by sophisticated electronics has been tuned and tweaked to near perfection. The CRF450R continues to deliver its strongest performance yet with electric start, 13.5:1 compression ratio, high performance combustion chamber and port shape design, including an intake system designed to increase engine power and torque.

But the CRF450R is also still surprisingly easy to ride fast. Really, really fast! That’s because Honda engineers never stop searching for ways to improve power, handling and the way they work together. The result? A proven motocross formula that never gets tired of being first out of the gate.

The Honda CRF450R simply rockets off the line and out of corners, offering precise throttle control through the whoops or over doubles. The intuitive and dynamic Honda Engine Mode Select (EMS) system easily adjusts to dial in power-delivery ideally suited to your track conditions and riding style.

Enhanced stability and handling input include Showa front forks with coil spring design and stiffer spring rates to stand up to big jumps and sharpen control and cornering/sharpen control—from grueling hairpin turns to flat-out rutted straights. The lightweight frame, titanium fuel tank, compact exhaust and short wheelbase all help increase overall balance, traction and handling. In addition, the CRF450R features attractive film insert body plastics for light, durable and aerodynamically proven good looks.

The Honda CRF450R sets the stage for impressive motocross performance, quality and control; expertly engineered to win races and make every ride better than the last.

COMPETITION

TECHNOLOGY HIGHLIGHTS

- Engine Mode Select (EMS) System
- Showa Front Forks
- Titanium Fuel Tank
- Powerful Honda Unicam Engine

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.

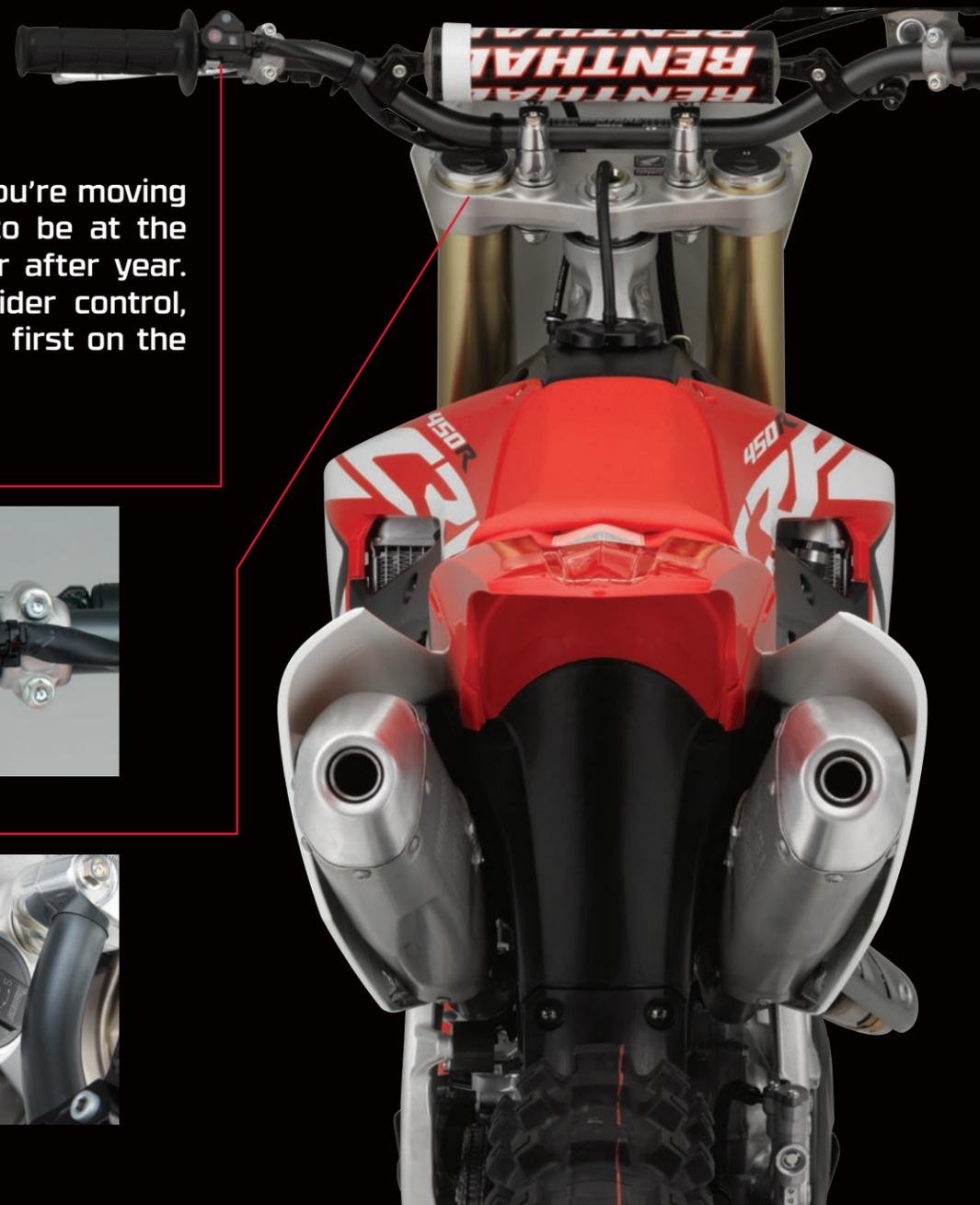
ENGINE MODE SELECT BUTTON

The CRF450R's Engine Mode Select (EMS) system lets you modify fuel-injection and ignition mapping with the simple push of a handlebar-mounted button. Choose between Standard, Smooth and Aggressive to dial in the best power curve for better starts, better drive out of corners, better traction, or simply to better suit your riding style. Mode selection is easily accomplished without changing your hand position or shutting down the engine (as long as the engine is idling).



SHOWA COIL-SPRING FORK

Easy to tune to match changing track conditions or your riding style, the CRF450R's Showa coil-spring fork was developed to work in conjunction with the improved chassis for enhanced traction, agility and stability.



HOLESHOT PERFORMANCE

The powerful CRF450R Unicam engine is designed to effortlessly get you out front by the first turn and keep you there all the way to the checkered flag.



ADVANCED ALUMINUM FRAME

The advanced and lightweight twin spar aluminum frame helps improve traction, feeling and steering precision. The torsional stiffness has been specifically engineered for more feedback to increase turn-in and corner-exit performance, without giving up high-speed stability.



THE ULTIMATE CRF

From its striking lightweight main frame with tapered main pipe design, to its powerful four-valve Unicam engine, the innovative CRF450R reflects the advanced engineering and quality construction found in every Honda CRF competition bike.



TITANIUM FUEL TANK

The CRF450R titanium fuel tank reduces high-mounted weight, thereby lowering the centre of gravity—improving mass centralization.



WHY JOIN THE RED RIDER TEAM?

Being part of the Honda Red Rider Program will give you the opportunity to be recognized for your racing efforts. As a registered Honda Red Rider you will be eligible to take your newly purchased CRF out to the track and earn contingency dollars—it pays to ride Honda!

CRF 250R



RADICALLY REDESIGNED

The high energy world of motocross isn't for the faint of heart and neither is the all-new 2018 Honda CRF250R. Radically redesigned for the absolute holeshot, it's been totally re-engineered and fine tuned to get you well ahead of the pack until you blow past the checkered flag. Armed with major upgrades developed straight from HRC's CRF450R and Honda MX factory teams, the all-new CRF250R delivers exactly what you demand... simply incredible performance.

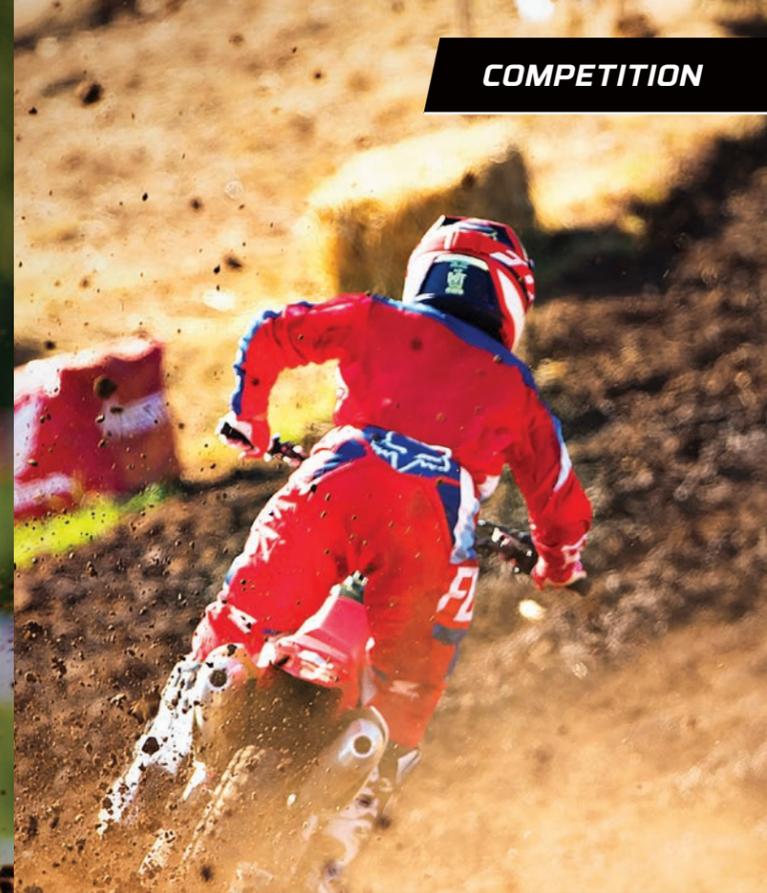
When you ride a competition CRF-R, you know you're riding with the advantage of the absolute best Honda motocross technology. Our dedicated engineers have found clever ways to make every second count with the CRF250R, featuring an all-new double-overhead-cam (DOHC) engine layout with a unique finger-follower rocker design. Together with the rest of the engine's new architecture, you get more power and a higher redline. Prepare to confidently apply all of its power, thanks to the new 49 mm fully adjustable Showa coil-

spring front air fork that works in tandem with the 7th generation aluminum frame and new aluminum rear subframe for improved performance and an increased 327 mm of ground clearance. When it comes to exceptional handling, the Honda Progressive Steering Damper (HPSD) allows for quicker steering while producing a natural and smooth feel.

Built tough right down to the core, things that really separate the CRF250R from the pack include its remarkable balance and predictability. Like the incredible Honda CRF450R, this is a bike expertly 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 motocross bike carefully crafted right down to every detail, big and small. A bike like the proven Honda CRF250R.

COMPETITION



TECHNOLOGY HIGHLIGHTS

- Engine Mode Select (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 continuously find a way to deliver more power with an all-new double-overhead-cam (DOHC) engine, and make the chassis lighter and stronger to maximize performance. Combined with remarkable features like Engine Mode Select (EMS) and Honda Progressive Steering Damper (HPSD), the result is a simply incredible bike that complements the incredible rider you aspire to be.

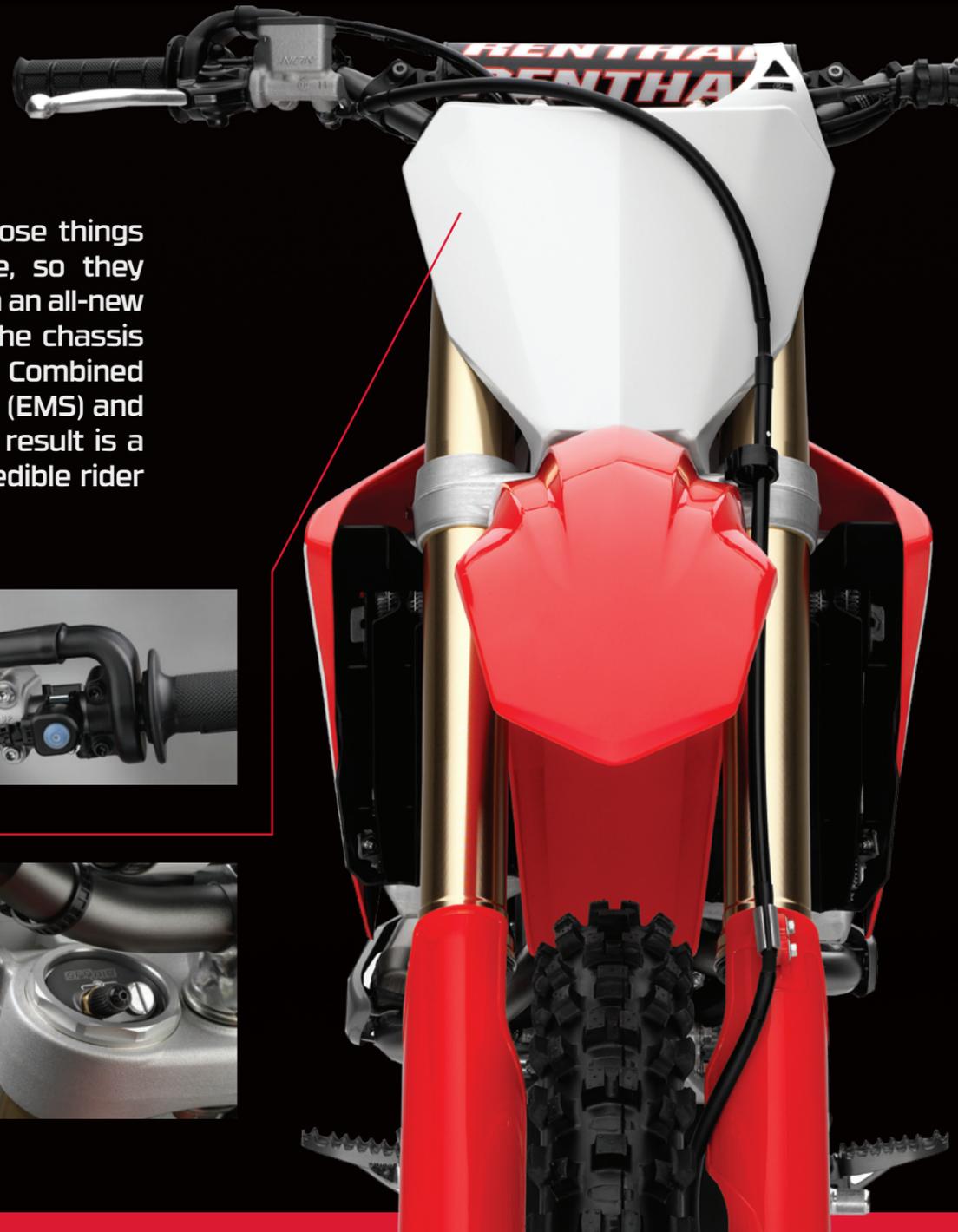
EMS SYSTEM

Want to tweak the powerband to better suit track conditions or your riding style? The Engine Mode Select (EMS) system is as easy as pushing a button on the intuitive handlebar housing, complete with indicator lights and engine stop switch. You can even fine-tune two of the three modes (standard, smooth and aggressive) using the optional HRC (Honda Racing Corporation) setting tool.



SHOWA SFF AIR FORK

The new and improved 49 mm fully adjustable Showa coil-spring front air fork design on the CRF250R includes a number of clever innovations. Combined, they result in a superior front-end suspension with reduced weight, improved balance and precise handling. The 39 mm piston diameter and 25 mm rod diameter produce a plush feel with agile suspension action.



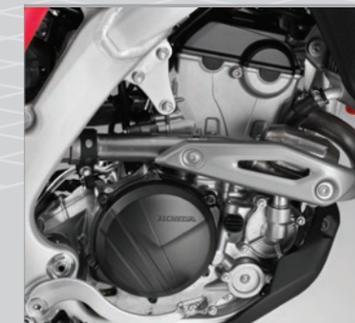
UPGRADED COOLING & PGM-FI

The new front design helps direct more air to the large radiators to handle the output from the more powerful DOHC engine. The Programmed Fuel Injection (PGM-FI) system takes full advantage of all upgraded engine components with shorter ratios for both first and second gear.



POWERFUL PACKAGE

Tuned for dynamic riding performance, the intake and exhaust are expertly engineered to work in conjunction with a new 13.9:1 compression ratio, increased bore and reduced stroke for optimal race ready power and balance.



ALL-NEW DUAL EXHAUST

The all-new dual-exhaust system is light, compact, and positioned close and low in the frame to take weight off the rear end, bringing more mass to the bike's centre for improved handling. It also allows for more airflow and added horsepower.



WHY JOIN THE RED RIDER TEAM?

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CRF

150R / 150R Expert



CRF150R EXPERT



CRF150R



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.



TECHNOLOGY HIGHLIGHTS

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

CRF 450RX

SIMPLY INCREDIBLE

The Honda CRF450RX is specifically geared towards competition riders who seek to follow no one. Get ready to step it up and step on into the challenging world of cross-country and endurocross.

No stranger to the sport and its hard-nosed style of competition, the Honda CRF450RX has been engineered for enhanced capability and pure enduro performance like you've never seen before. Best described as a truly fearless race machine, the CRF450RX boasts a lengthy list of proven features alongside the latest Honda technology, showing no mercy when it comes to the unforgiving demands of cross-country and endurocross competition.

Armed with the same powerful Honda Unicam engine found in the legendary Honda CRF450R, the enduro-focused CRF450RX model features its very own special ignition mapping, expertly tuned to make use of the engine's optimized power, torque and high rev limit.

The CRF450RX is the dedicated competition-ready enduro-racer you've been waiting for, with standard electric start to get you going fast and Honda Engine Mode Select (EMS) to modify power-delivery with the push of a handlebar-mounted button.

The thought behind the CRF450RX is simple: to dominate and never hold back with the confidence to face grueling challenges head-on.



ENDUROCROSS



EASY STARTING

Equipped with standard electric start—with the kick-start system still installed as backup—to get you going quickly and effortlessly with the push of a button.



PRECISE HANDLING

Proven CRF450R-spec chassis with revised swingarm location, centralized rear shock and other improvements offer a lower overall centre of gravity and a shorter wheelbase for precise handling that helps carry you to the front and keeps you there.



ENDURO RACE READY

The CRF450RX features an 8.5-litre plastic fuel tank, designed to be larger than the CRF450R to provide extra capacity for longer races and longer rides.



PROVEN POWER

The diverse Honda Unicam engine that powers both the CRF450RX and CRF450R has been optimized for incredibly balanced yet powerful performance where it counts most. The CRF450RX has special ignition mapping expertly tuned to suit the unique demands of cross-country and endurocross competition.

RED RIDER 2018 REWARDS PROGRAM

WHY JOIN THE RED RIDER TEAM?

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Visit motorcycle.honda.ca/racing-events

MONTESA COTA 4RT260

BRINGING TRIALS PERFORMANCE TO LIFE

When things start to get more competitive you need a bike that can absolutely step things up with you. The revolutionary Honda Montesa Cota 4RT260 delivers an incredible blend of power and technology engineered to bring trials performance to life.

Powered by an exceptional Honda 259 cc liquid-cooled 4-valve Unicam engine specifically-tuned for trials riding, the Montesa Cota 4RT260 is an ultra-strong, chest-pounding, low-rpm beast. Featuring advanced technology, great control and proven quality—it's ready to move forward—designed to thrive on difficult terrain and throttle through some of the most challenging situations.

Since its introduction to the trials stage, the high-performing Montesa Cota 4RT260 has continued to reward riders from beginners to pros; allowing you to splatter, zap and double-blip your way over obstacles and accomplish simply unbelievable things with ease.



2017 European Model shown
Professional rider on closed course. Do not attempt.



TRAIL

CRF 125FB

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. 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.



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

TECHNOLOGY HIGHLIGHTS

- Electric starter
- Lightweight, upswept, competition-type exhaust system
- Pro-Link, single-shock rear suspension with box section swingarm
- Generous ground clearance and rugged skidplate

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.



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



TECHNOLOGY HIGHLIGHTS

- Maintenance-free ignition
- Four-speed gearbox with automatic clutch
- Adjustable throttle limiter
- Handlebar pad for additional protection

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 and 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 added confidence they need as they learn and grow. The CRF50F has the sporty 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 added peace of mind.



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



TECHNOLOGY HIGHLIGHTS

- Smooth-shifting three-speed transmission
- Quiet and efficient muffler/spark arrester
- Small-size control levers enhance young rider comfort
- Powerful, lightweight front and rear drum brakes

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.

The Honda CRF250L delivers a truly authentic dual-sport experience in a proven high-quality package, complete with race-inspired body panel design for enhanced style to match its incredible performance.

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.

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 on the Honda CRF250L.



TECHNOLOGY HIGHLIGHTS

- Compact liquid-cooled DOHC 249 cc single-cylinder 4-stroke engine
- Compact roller rocker arm design for the low friction valve train
- Digital multi-function instrument panel with fuel level gauge and clock



TECHNOLOGY HIGHLIGHTS

- Compact liquid-cooled DOHC 249 cc single-cylinder 4-stroke engine
- Gear-driven counterbalance shaft helps reduce engine vibration
- Large 10-litre fuel tank with hinged cap
- Bright, dual-chip, frame-mounted LED headlights



DUAL SPORT

CRF

250 RALLY

DUAL SPORT DOMINATION

Whether trekking through vibrant city streets or exploring the raw beauty of remote locations, every minute with the Honda CRF250 Rally is a great adventure just waiting to happen.

Rugged good looks meet flat out fun with the CRF250 Rally, featuring a comfortable upright seating position and commanding view ahead. Plus, attractive high visibility LED headlights, highly intuitive display, clever accessory socket and large capacity fuel tank with an easy re-fuel cap design enhances the riding experience.

While closely related to the ever-popular Honda CRF250L dual-sport, the more aggressive Rally model hits all-new heights in fun and versatility with Dakar Rally-inspired design. Best described as a tough terrain-eating action hero, the CRF250 Rally is a sharp sculpted, smooth-handling, long-distance runner, built to take on virtually every path.

The end result is a true dual-sport bike that many riders have been longing for—a compact yet super capable, off-road ready, dual-purpose machine from Honda.

JUNIOR RED RIDERS

Got a youngster who would love to experience the fun of off-road riding? Honda can help. Our Junior Red Riders (JRR) program introduces kids ages six to twelve to the sport—in a controlled environment with safety and fun being top of mind, under the watchful eyes of knowledgeable instructors. Honda will provide the appropriately sized CRF bikes, full riding gear and lots of fun. Just sit back and enjoy seeing your child's confidence build as they progress through their JRR session.

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



Junior
Red Riders

RED
RIDER

2018
REWARDS PROGRAM



JOIN THE RED RIDER REWARDS PROGRAM

Honda is a proud supporter of Canadian racers, including 4-time Canadian MX National Champion Colton Facciotti and young Canadian pro rider Dylan Wright — Proud members of the Honda GDR Fox Race Team.

Join the Honda Red Rider Program today and find out why it pays to Ride Red. Accepted applicants have the opportunity to purchase all new competition CRFs at a special racer price as well as receive contingency money for their winning efforts. Whether you are Amateur or Pro (see list of approved regional and national event classes) your local authorized Honda Motorcycle dealer is able to provide you with information on how to become a Honda Red Rider for the 2018 race season.

For more info on the Red Rider program, visit motorcycle.honda.ca/racing-events.

Professional rider on a closed course.



	CRF450R	CRF250R	CRF150R / CRF150R Expert	CRF450RX
Engine type	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	449.7 cc	249 cc	149 cc	449.7 cc
Bore & stroke	96 mm x 62.1 mm	79 mm x 50.9 mm	66 mm x 43.7 mm	96 mm x 62.1 mm
Compression ratio	13.5:1	13.9:1	11.7:1	13.5:1
Valve train	Unicam, 4 valves	DOHC, 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 46 mm throttle body	Keihin 32 mm flat-slide carb with throttle position sensor	PGM-FI electronic fuel injection with 46 mm throttle body
Transmission	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed	Constant mesh, five-speed
Final drive	#520 T-ring-sealed chain; 13T/49T	#520 O-ring-sealed chain; 13T/49T	#420 O-ring-sealed chain; 15T/50T	#520 T-ring-sealed chain; 13T/50T
Front suspension	Showa telescopic inverted coil spring; 305 mm (12 in.) travel	Showa 49 mm telescopic inverted coil spring; 305 mm (12 in.) travel	37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel	Showa telescopic inverted coil spring; 305 mm (12 in.) travel
Rear suspension	Pro-Link® KYB single shock with adjustable spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed; 314 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); 313 mm (12.3 in.) travel	Pro-Link® fully adjustable Showa single shock; 272 mm (10.7 in.) travel Expert Model: 283 (11.1 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; 312 mm (12.3 in.) travel
Tires	Front: 80/100-21 Rear: 120/80-19	Front: 80/100-21 Rear: 100/90-19	Front: 70/100-17 Expert Model: 70/100-19 Rear: 90/100-14 Expert Model: 90/100-16	Front: 90/90-21 Rear: 120/90-18
Brakes	Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 260 mm dual-piston caliper Rear: 240 mm disc	Front: 220 mm disc with dual-piston caliper Rear: 190 mm disc	Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc
Ground clearance	328 mm (12.9 in.)	327 mm (12.9 in.)	302 mm (11.9 in.) Expert Model: 336 mm (13.2 in.)	328 mm (12.9 in.)
Seat height	960 mm (37.8 in.)	957 mm (37.8 in.)	833 mm (32.8 in.) Expert Model: 866 mm (34.1 in.)	959 mm (37.8 in.)
Wheelbase	1,482 mm (58.3 in.)	1,486 mm (58.5 in.)	1,260 mm (49.6 in.) Expert Model: 1,285 mm (50.6 in.)	1,477 mm (58.1 in.)
Curb weight*	113 kg (249 lbs.)	108 kg (238 lbs.)	84 kg (185 lbs.) Expert Model: 85 kg (187 lbs.)	116 kg (257 lbs.)
Fuel capacity	6.3 litres	6.3 litres	4.3 litres Expert Model: 4.3 litres	8.5 litres
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red

	MONTESA COTA 4RT260	CRF250L/ CRF250 Rally	CRF125F/ CRF125FB	CRF110F	CRF50F
Engine type	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
Displacement	259 cc	249 cc	125 cc	109 cc	49 cc
Bore & stroke	78 mm x 54.2 mm	76 mm x 55 mm	52.4 mm x 57.9 mm	50 mm x 55.6 mm	39 mm x 41.4 mm
Compression ratio	10.5:1	10.7:1	9:1	9:1	10:1
Valve train	SOHC, 4 valves	Chain-driven DOHC, 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	PGM-FI electronic fuel injection with 28 mm throttle body	PGM-FI electronic fuel injection with 36 mm throttle body	Single 20 mm piston-valve carb	Single 15 mm piston-valve carb	Single 13 mm piston-valve carb
Transmission	Close-ratio five-speed	Six-speed with manual clutch	Four-speed with manual clutch	Four-speed with automatic clutch	Three-speed with automatic clutch
Final drive	#520 chain; 10T/41T	#520 O-ring-sealed chain; 14T/40T	#428 chain; 13T/46T FB: #428 chain; 13T/49T	#420 chain; 14T/38T	#420 chain; 14T/37T
Front suspension	39mm TECH cartridge-type telescopic fork with pre-load extension adjustments; 167 mm (6.6 in.) travel	43 mm Showa inverted fork with 222 mm (8.7 in.) travel Rally: 43 mm Showa inverted fork with 249 mm (9.8 in.) travel	31 mm leading-axle Showa fork; 124 mm (4.9 in.) travel FB: 31 mm leading-axle Showa fork; 150 mm (5.9 in.) travel	31 mm leading-axle Showa fork; 90 mm (3.5 in.) travel	Inverted telescopic fork; 87 mm (3.4 in.) travel
Rear suspension	Pro-Link® system, R16V single shock absorber with preload extension adjustment; 107 mm (4.2 in.) travel	Pro-Link® Showa single shock with spring preload adjustment; 240 mm (9.4 in.) travel Rally: Pro-Link® Showa single shock with spring preload adjustment; 265 mm (10.4 in.) travel	Pro-Link® Showa single shock; 114 mm (4.5 in.) travel FB: 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
Tires	Front: 80/100-21 Dunlop Rear: 120/100-18 Dunlop	Front: 3.00-21 Rear: 120/80-18	Front: 70/100-17 FB: 70/100-19 Rear: 90/100-14 FB: 90/100-16	Front: 70/100-14 Rear: 80/100-12	Front: 2.50-10 Rear: 2.50-10
Brakes	Front: Single 185 x 3.5 mm hydraulic disc with 4-piston caliper and sintered metal pads Rear: 150 x 2.5 mm hydraulic disc with 2-piston caliper	Front: 256 mm disc with dual-piston caliper; Rear: 220 mm disc with single-piston caliper Rally: Front 296 mm disc with dual-piston caliper; Rear: 220 mm disc with single-piston caliper	Front: 220 mm hydraulic disc Rear: drum	Front: drum Rear: drum	Front: drum Rear: drum
Ground clearance	300 mm (11.8 in.)	255 mm (10 in.) 270 mm (10.6 in.)	215 mm (8.5 in.) FB: 264 mm (10.4 in.)	175 mm (6.9 in.)	146 mm (5.8 in.)
Seat height	679 mm (26.7 in.)	875 mm (34.4 in.) Rally: 895 mm (35.2 in.)	735 mm (28.9 in.) FB : 785 mm (30.9 in.)	667 mm (26.3 in.)	548 mm (21.6 in.)
Wheelbase	1,321 mm (52 in.)	1,445 mm (56.9 in.)	1,220 mm (48 in.) FB : 1,255 mm (49.4 in.)	1,065 mm (41.9 in.)	911 mm (35.9 in.)
Curb weight*	74.3 kg (163.7 lbs.)	146 kg (322 lbs.) Rally: 157 kg (346 lbs.)	87 kg (192 lb.) FB : 88 kg (194 lb.)	74 kg (163 lbs.)	50 kg (110 lbs.)
Fuel capacity	1.9 litres	7.7 litres Rally: 10.1 litres	4.3 litres, including 0.9-litre reserve	4 litres, including 1-litre reserve	2.6 litres, including 0.7-litre reserve
Colour	Red/White/Blue	Extreme Red (L) Black	Extreme Red	Extreme Red	Extreme Red

*including required fluids and full tank of gas—ready to ride



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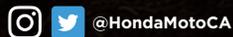
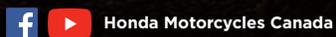
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