

DIRT BIKES 2019





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 EXPERT



ENDUROCROSS

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



CRF450RX



CRF250RX



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.



CRF250F



CRF230F



CRF125FB



CRF125F



CRF10F



CRF450L



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.



CRF450L



CRF250L



CRF250 RALLY

Previous model year shown



BRING OUT YOUR BEST

ENGINEERED TO DOMINATE, DESIGNED FOR DIVERSITY

On the track, on the course, on the trails: wherever you ride, the 2019 Honda CRF Competition lineup features a diverse selection of simply incredible motorcycles expertly engineered to be as agile and tough as those who proudly choose to ride red, ride strong and ride free.

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

These days it takes a combination of skills and strength 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 is 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.

In motocross and flat track, the flagship Honda CRF450R and 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 CRF250RX and CRF450RX are dedicated competition-ready enduro-racers 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 considered among professional motocross, endurocross and flat track riders.

If we use history as a guidepost for success, we can go as far back as 1996—since then, Honda has led the way in Canadian off-road competition with pro riders like Marco Dube, Jean Sébastien Roy and, of course, now with five-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 support 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 2019 Honda CRF Competition lineup is simply incredible.



450 cc UNICAM ENGINE

The Honda Unicam cylinder head combines the best of single- and double-overhead-cam designs. The configuration contributes to a compact engine that saves weight over a comparable dual-overhead-cam system and also permits a narrow valve angle. This flattens the combustion chamber to improve ignition flame propagation, allowing a high compression ratio. Since less space is taken up in the cylinder head, the camshaft sits lower in the head for a more compact engine and a lower centre of gravity.

CRF 450R ABSOLUTE HOLESHOT

A motocross bike can have all the power in the world, but if you can't get that power to the ground, a lot of it is wasted. Usable power is what gets you out of the gate quickly and through the first corner in front, and it's usable power that makes the 2019 Honda CRF450R so special. We've taken a bike that already gave you an almost uncanny holeshot advantage, and made it way better.

For starters, it's even lighter. By eliminating the kickstart option, we shaved off almost a kilogram of weight. That's a lot when fractions of a second can mean the difference between up front and middle of the pack. The compact 450 cc Unicam engine benefits from longer head pipes for better throttle response and top-end pull, and new settings in the double-spray downdraft PGM-FI system help to more effectively atomize the fuel.

So the CRF450R has the big-power part of the equation figured out, but what about getting that power to the ground? Well, it's got that nailed, too.

A new swingarm, frame and subframe with revised flex characteristics work with the fully adjustable Showa suspension to provide improved rear traction and cornering precision for 2019. But it's in the brains of the bike where you'll find the real magic—the CRF450R's ECU computer. With a push of the handlebar-mounted Engine Mode Select (EMS) button, you can modify the ECU's fuel-injection and ignition-mapping settings to best suit track conditions or your riding style. And how about this: New for 2019, HRC Launch Control lets you hold the throttle open at the starting gate, and after you release the clutch, the CRF450R does the rest, launching you into the first turn with a big advantage. All of that usable power, precise handling and advanced technology add up to one thing: a winner's advantage.

TECHNOLOGY HIGHLIGHTS

- Three-level HRC launch control
- New lightweight chassis
- Double-spray injector settings
- Powerful Honda unicam engine
- Titanium fuel tank



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 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.



ELECTRIC START

By ditching the kickstarter entirely, our engineers have made the CRF450R even lighter. Electric starters and lithium-ion batteries are now so light and so good that putting them on a bike like this is a win/win combination. And winning is what a CRF450R is all about.



SHOWA COIL-SPRING FORK

The 49 mm Showa fork features a conventional spring design that helps increase the CRF450R's front-suspension precision, handling and feel. Plus, it's easy to tune to match changing track conditions or your riding style. Also fitted as standard, the adjustable Renthal Fatbars with four-way adjustable mounting perfect the package.



THREE-LEVEL HRC LAUNCH CONTROL

Fast starts just got a whole lot easier. With this special ECU program, simply push a button to select the mode, hold the throttle open, release the clutch, and the CRF450R takes it from there, helping to ensure optimum acceleration based on traction conditions. It turns your bike into a holeshot-seeking machine!



TITANIUM FUEL TANK

The CRF450R's titanium fuel tank is strong yet light, reducing high-mounted weight and thereby lowering the centre of gravity and improving mass centralization.

KEY SPECIFICATIONS

ENGINE

450 cc liquid-cooled single-cylinder four-stroke

TRANSMISSION

Close-ratio five-speed

FRONT SUSPENSION

49 mm inverted Showa fork with rebound and compression damping adjustability; 268 mm (10.55 in) travel

REAR SUSPENSION

Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 314 mm (12.36 in) travel

CURB WEIGHT

112 kg (247 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

6.3 litres





CRF 250R

EVEN BETTER

Almost completely new just last season, you'd think the Honda CRF250R could rest on its laurels for just a little while. Nope. Our motocross engineers are a restless bunch, and by the time the 2018 bike started collecting trophies, they were already putting the finishing touches on an even better CRF250R.

What's new? For starters, the all-new DOHC engine unveiled last season has been upgraded and refined for 2019 in a number of crucial areas. With input directly from the HRC works team, we've changed the cam profiles to allow the engine to rev more freely while also enhancing torque feel at the bottom end. A new ECU with engine mapping for each gear optimizes power output for every combination of gear position and throttle opening. And when you crank that throttle, the CRF250R's 2 mm smaller PGM-FI throttle body for 2019 makes that power really snap, particularly at lower revs and in tight corners.

To win in the ultra-competitive 250 class, it helps to get to the first corner first. Well, the CRF250R is better than ever at doing that, too, thanks to the addition of HRC Launch Control. With this special ECU program, simply push a button to select the mode, hold the throttle open, release the clutch, and the bike takes it from there, helping power you to the first corner with nothing but daylight in front of you. And there's more: this multi-talented ECU also incorporates our Engine Mode Select (EMS) feature that lets you modify fuel-injection and ignition mapping with the simple push of a handlebar-mounted button.

Showa spring fork, Dunlop MX3S "block on block" tires, lighter rear subframe, titanium fuel tank, electric start... the 2019 CRF250R gives you the complete package for motocross success. Because the best never rest.

TECHNOLOGY HIGHLIGHTS

- Powerful DOHC engine
- New camshaft profiles
- Three-level HRC launch control
- Engine Mode Select (EMS)
- Gear-position engine mapping

DOHC ENGINE

The CRF250R uses a double-overhead-cam (DOHC) engine layout with a unique finger-follower rocker design. Together with the rest of the engine's architecture, you get more power and a higher redline.



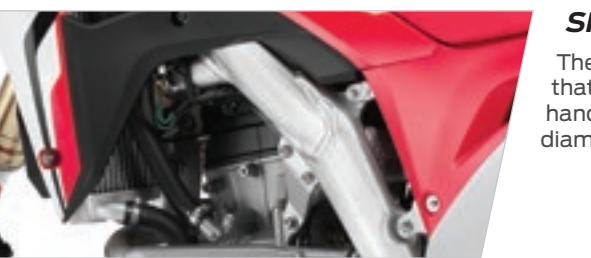
NEW INJECTOR SETTINGS

The CRF250R's fuel-injection system sprays twice per intake cycle to increase fuel atomization without adding the weight or complexity of a second injector. The better fuel atomization means more power in the midrange and on over-rev—you'll feel it the first time you race.



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 for optimal race ready power and balance.



SHOWA SPRING FORK

The 49 mm Showa fork features a conventional spring design that helps increase the CRF250R's front-suspension precision, handling and feel. The 39 mm piston diameter and 25 mm rod diameter guarantee a plush feel and supple action.



TITANIUM VALVES

Light is right when it comes to a high-revving engine's reciprocating mass. That's why the CRF250R uses titanium intake and exhaust valves. Plus, the valve angle is a super-narrow 20.5 degrees (included). Oval valve springs and long-wearing Diamond-Like Carbon (DLC) treated finger rockers complete the package.



DUAL EXHAUST

The CRF250R's dual-exhaust system is light, compact, and positioned tight 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 improves airflow for added horsepower.

KEY SPECIFICATIONS

ENGINE

249 cc liquid-cooled single-cylinder four-stroke

TRANSMISSION

Close-ratio five-speed

FRONT SUSPENSION

49 mm fully adjustable leading-axle inverted telescopic Showa SPG coil-spring fork; 268 mm (10.55 in) travel

REAR SUSPENSION

Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability, 317 mm (12.48 in) travel

CURB WEIGHT

108 kg (238 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

6.3 litres





CRF 150R EXPERT

LEARNING TO WIN

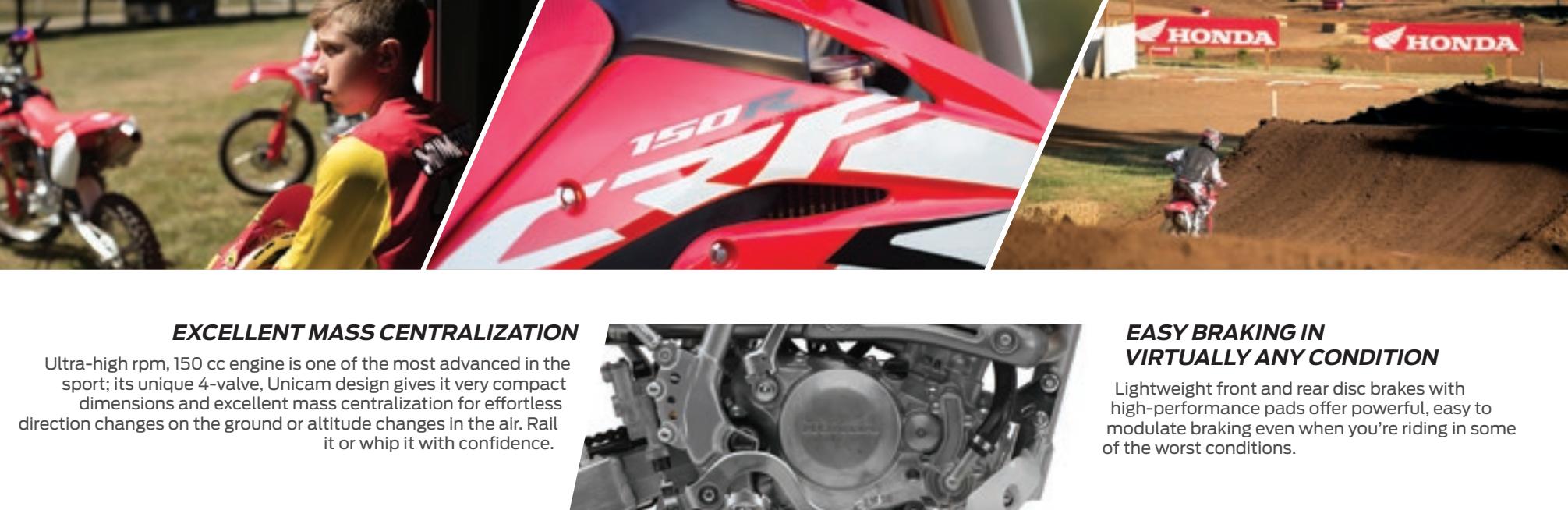
If you're serious about becoming the best rider you can be, then we've got a couple of serious bikes that are sure to help accelerate your learning curve.

The Honda CRF150R Expert comes loaded with seriously high-tech components, from an advanced four-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 Expert rides on 19-inch front and 16-inch rear tire. For the quickest way to faster lap times, hop on a Honda CRF150R Expert. Learning was never this much fun.

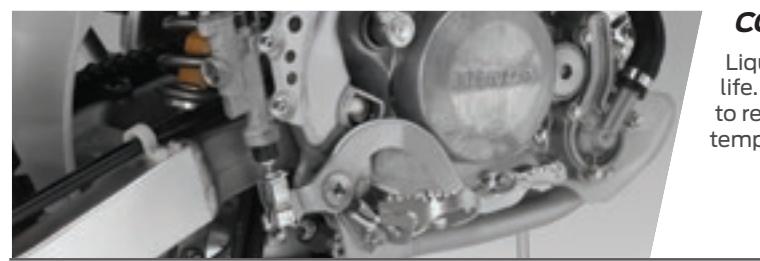
TECHNOLOGY HIGHLIGHTS

- High rpm four-stroke unicam engine
- Adjustable Showa suspension
- Front and rear disc brakes



EXCELLENT MASS CENTRALIZATION

Ultra-high rpm, 150 cc engine is one of the most advanced in the sport; its unique 4-valve, Unicam design gives it very compact dimensions and excellent mass centralization for effortless direction changes on the ground or altitude changes in the air. Rail it or whip it with confidence.

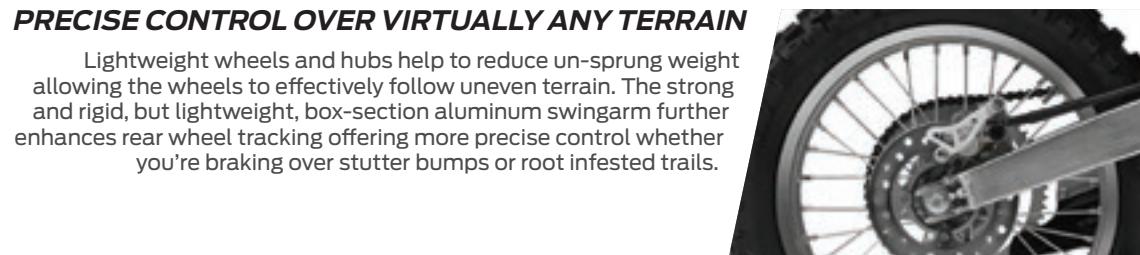


CONSISTENT ENGINE OPERATING TEMPERATURE

Liquid cooling and a Nikasil cylinder liner help to extend engine life. The cooling system's lightweight aluminum radiator helps to reduce weight and ensure consistent engine operating temperature no matter how hard you push.

PRECISE CONTROL OVER VIRTUALLY ANY TERRAIN

Lightweight wheels and hubs help to reduce un-sprung weight allowing the wheels to effectively follow uneven terrain. The strong and rigid, but lightweight, box-section aluminum swingarm further enhances rear wheel tracking offering more precise control whether you're braking over stutter bumps or root infested trails.



STAY COMFORTABLE & STAY PUT

Slim, well-padded seat is comfortable and allows maximum movement. Non-slip seat cover gives you excellent control.

EASY BRAKING IN VIRTUALLY ANY CONDITION

Lightweight front and rear disc brakes with high-performance pads offer powerful, easy to modulate braking even when you're riding in some of the worst conditions.

KEY SPECIFICATIONS

ENGINE

150 cc liquid-cooled single-cylinder four-stroke

TRANSMISSION

Close-ratio five-speed

FRONT SUSPENSION

37 mm inverted Showa leading-axle telescopic fork with adjustable compression and rebound damping; 241 mm (9.50 in.) travel

REAR SUSPENSION

Pro-Link® fully adjustable Showa single shock; 282 (11.1 in.) travel

CURB WEIGHT

84.4 kg (186 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

4.3 litres





CRF 450RX

EXTREME OFF-ROAD

The equipment and skills required to win at cross-country or endurocross share much with motocross. But certainly not everything. Different types of terrain, different race lengths, different demands on suspension... to win at either, you need different bikes. That's what makes the CRF450RX so popular at the highest levels of off-road competition. Sure, it shares plenty with the awesome CRF450R motocrosser, but the RX goes its own way in a number of important areas.

Like special ignition mapping to suit the unique demands of cross-country and endurocross. A bigger 8.5-litre resin fuel tank for longer courses. A handy sidestand. An 18-inch rear wheel and Dunlop Geomax tires. And special settings in the fully adjustable Showa spring fork and Showa rear shock. We've also upgraded the light and stiff twin-spar aluminum chassis for improved handling, and added cool-looking black D.I.D. rims.

The CRF450RX's 450 cc Unicam engine enjoys the same improvements as the 2019 CRF450R, which means you get longer head pipes for better throttle response and top-end pull, new settings in the double-spray downdraft PGM-FI system, and the addition of three-level HRC Launch Control for unbelievable off-the-line acceleration. Anyone who rides in the dirt will tell you that off-road riding and racing just might be the most fun you can have on two wheels. And no question about it, the CRF450RX is extreme fun.

TECHNOLOGY HIGHLIGHTS

- Three-level HRC Launch Control for optimum acceleration
- Longer headpipes for improved throttle response
- Twin-muffler exhaust system
- Dunlop Geomax 21-inch front / 18-inch rear tires



ELECTRIC START

Powered by a lightweight lithium-ion battery, the CRF450RX's electric starter helps make struggling with a kickstart to get going out of a deep mudhole or a rocky incline a thing of the past.



BLACK D.I.D. RIMS

They may not help you go faster, but the new black D.I.D. rims this year sure look good.



NEW CHASSIS

We've changed the way we build the CRF450RX's swingarm, fine-tuning the flex for better rear traction and cornering precision. In conjunction with this, we've stiffened up the CRF450RX's frame while also taking some rigidity out of the rear subframe. It all adds up to a bike that handles better than ever.



PROVEN POWER

The 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.



HIGH-CAPACITY FUEL TANK

For longer enduro loops or longer days on the trail, the CRF450RX features a bigger resin fuel tank that holds a full 8.5 litres.

KEY SPECIFICATIONS

ENGINE

450 cc liquid-cooled single-cylinder

TRANSMISSION

Close-ratio five-speed

FRONT SUSPENSION

49 mm inverted Showa fork with rebound and compression damping adjustability; 268 mm (10.55 in) travel

REAR SUSPENSION

Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 312 mm (12.28 in) travel

CURB WEIGHT

116 kg (256 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

8.5 litres





HIGH-CAPACITY TANK

For longer cross-country loops, the CRF250RX comes with a bigger resin fuel tank that holds a full 8.5 litres.

CRF 250RX

ANY TRAIL. ANY TIME.

You want a serious competition bike that's fully capable of winning races at the highest level. Oh, and if it could also be suitable for those fun weekend trail rides with your buddies, that would be great too. Is there one bike that checks both of these boxes? You bet: the all-new Honda CRF250RX.

The CRF250RX's competition cred couldn't be more clear: it uses the same powerful engine and high-performance chassis as the 2019 CRF250R. That means the RX gets the same new cam profiles as the R for better bottom-end torque and freer revving, the same large-diameter titanium valves, the same three-level HRC Launch Control system, the same new gear-position engine mapping, the same twin-spar aluminum frame, the same Showa suspension components... well, you get the picture.

Then, to adapt the CRF250RX for its special role as the ideal closed-course cross-country machine, we added an 18-inch rear wheel, a bigger 8.5-litre fuel tank, softer suspension settings, a sidestand, and more.

Whether you're riding to win trophies, or riding to win bragging rights with your friends, the all-new CRF250RX is the one bike that can do it all.

TECHNOLOGY HIGHLIGHTS

- 18-inch rear wheel, larger fuel tank and sidestand
- Showa suspension
- Better bottom-end torque



THREE-LEVEL HRC LAUNCH CONTROL

With this special ECU program, getting off to a great start is a breeze: push a button to select the mode, hold the throttle open, release the clutch, and the CRF250RX will do the rest, helping launch you into the first turn with a big advantage.



ELECTRIC START

The CRF250RX is equipped with a compact electric starter that gets its juice from a lightweight lithium-ion-phosphate battery.



DOUBLE-SPRAY INJECTOR

The CRF250RX's fuel-injection system sprays twice per intake cycle to increase fuel atomization without adding the weight or complexity of a second injector. Better atomization means more power in the midrange and on over-rev.



ECU MAPPING

The CRF250RX's ECU features special engine mapping for each gear, to produce even stronger drive out of corners and better top-end punch.



ENGINE MODE SELECT (EMS)

This simple handlebar-mounted button lets you dial in engine power delivery character with a push of your thumb. Choose between Standard, Smooth and Aggressive, depending on course conditions.

KEY SPECIFICATIONS

ENGINE

249 cc liquid-cooled single-cylinder

TRANSMISSION

Close-ratio five-speed

FRONT SUSPENSION

49 mm fully adjustable leading-axle inverted telescopic Showa SPG coil-spring fork; 268 mm (10.55 in) travel

REAR SUSPENSION

Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 316 mm (12.44 in) travel

CURB WEIGHT

111 kg (245 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

8.5 litres





CRF 250F

DOMINATE ANY TRAIL.

It's the new king atop the CRF-F lineup. The all-new CRF250F brings together the best technology from the Honda lineup of renowned recreational off-road bikes, then adds a big splash of performance and styling from our championship-winning motocrossers. The result? A bike that can't help but get your pulse racing.

There's no shortage of power from the CRF250F's air-cooled four-stroke engine featuring a four-valve cylinder head, and that power has been spread out over the rev range to make it super easy to handle.

The chassis is all-new, too, with a lightweight twin-spar frame that's built tough to handle the dings of off-road riding. Disc brakes with wave rotors front and rear, Showa suspension, enduro-style five-speed gearbox... everything you need for years of trail-riding fun.

TECHNOLOGY HIGHLIGHTS

- Electric starter means the fun begins at the push of a button
- Twin-spar frame with box-section aluminum swingarm combines strength with light weight
- Wave-style front and rear brake discs dissipate heat quickly for exceptional stopping power
- Extra-wide cleated, folding footpegs and brake pedal help provide a secure grip even in muddy conditions



CRISP RESPONSE

PGM-FI electronic fuel-injection system with a 34 mm throttle body contributes to the engine's crisp throttle response and smooth power delivery—helping to make the CRF250F easier to handle on tough trails.



MORE POWER

A four-valve head provides a host of improvements over a two-valve head, including higher rev capability, more efficient combustion, greater peak power, and reduced fuel consumption.



STAY INFORMED

Handy LED lights indicate ignition ON, low fuel, and PGM-FI status. No second guessing if you've left the key on or you're about to run out of gas.



SMOOTH RIDE

Pro-Link® rear suspension with Showa shock rides on needle bearings, which reduces friction for smoother movement and thereby improves bump absorption and increases durability.



EXTRA DURABILITY

Fuel tank with integrated fuel pump adds to the CRF250F's legendary durability and ease of use. Ratchet-type fuel cap lets you know when it's fully seated, helping to prevent over- or under-tightening and fuel leakage.

KEY SPECIFICATIONS

ENGINE

249 cc air cooled single-cylinder four-stroke

TRANSMISSION

Five-speed with manual clutch

FRONT SUSPENSION

41 mm leading-axle Showa fork;
216 mm (8.5 in.) travel

REAR SUSPENSION

Pro-Link® Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel

CURB WEIGHT

120 kg (265 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

6 litres, including 0.8-litre reserve





**CRF
230F**

RATCHET UP THE FUN WITHOUT TURNING A WRENCH

Sure, there are all kinds of sports and entertainment activities vying for your time and attention these days, but few offer the wealth of benefits you get when you hop on an off-road bike. Not only is exploring the trails a terrific way to spend quality time outdoors with family and friends, it's also one of the best forms of physical exercise you can find. Stay in shape while you have fun—that's a big win-win.

If you're ready to join the fun, the Honda CRF230F has a user-friendly character that's certain to put a big smile on your face. It's just the right size for most adults or larger teens, with full-size 21-inch front and 18-inch rear wheels. And when you push the start button and head down the trail, the comfortably low seat height, ample suspension travel, and smooth power delivery from the 223 cc air-cooled four-stroke engine, all combine to make sure the fun lasts all day.

Plus, because it's a Honda, you can count on quality, super reliability, a minimum amount of maintenance, and the potential for a high resale value.

The sun's out and the trail's open. What are you waiting for?

TECHNOLOGY HIGHLIGHTS

- The CRF230F rides on full-size 21-inch front and 18-inch rear wheels
- High-impact plastic skid plate and helps protect the bottom of the engine
- Bodywork is built tough to help cope with the inevitable dings of off-road riding
- Six-speed transmission with manual clutch clicks into gear easily and securely



RELIABLE POWER

A dependable 223 cc single-cylinder air-cooled four-stroke engine offers plenty of user-friendly power and torque spread over a wide rpm range.



SHOWA SUSPENSION

Showa suspension components front and rear provide ample bump-absorbing travel for a more comfortable and controlled ride even on rugged trails.



KEY SPECIFICATIONS

ENGINE

223 cc air-cooled single-cylinder

TRANSMISSION

Six-speed with manual clutch

FRONT SUSPENSION

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

REAR SUSPENSION

Pro-Link® Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel

CURB WEIGHT

113 kg (249 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

7 litres, including 1.6-litre reserve



COMFORTABLE SEATING

The long motocross-style seat makes it easy to move front to back or side to side, while also contributing to a comfortably low seat height.



CRF 125F

A STEP UP BEFORE THEY STEP OUT

The Honda CRF125F and its four-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 and light operation of the controls, to the way the reliable four-stroke engine is tuned to help inhibit stalling, to the convenient electric starter—it's all engineered to make the CRF125F unintimidating for riders who are still getting up to speed, while still being a blast to ride.

And for 2019 the popular CRF125F is even better, with new PGM-FI electronic fuel injection for smoother power delivery and reduced maintenance, extra travel from the upgraded leading-axle front fork, a new wave-style front disc brake, and a new ratchet-type fuel cap that clicks into place. That click lets you know when it's fully seated helping to prevent over-or under-tightening and fuel leakage. And there's more: handy new LED lights indicate ignition ON, low fuel, and PGM-FI status—no second guessing if you've left the key on or you're about to run out of gas.

TECHNOLOGY HIGHLIGHTS

- Durable 125 cc air-cooled single-cylinder four-stroke engine
- New PGM-FI electronic fuel injection
- Manual clutch with smooth, progressive engagement
- New twin-spar frame borrows its design from the CRF-R line



CRF 125FB

ANOTHER STEP UP

Just because your 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 46 mm (1.8 in) taller seat height.

And just like its sibling, the CRF125FB gets a whole bunch of upgrades for 2019, including PGM-FI electronic fuel injection, a new twin-spar frame that provides enhanced rigidity with just the right amount of tuned flex for optimum handling in a variety of conditions, and handy new LED lights that indicate ignition ON, low fuel, and PGM-FI status—another way the CRF125FB helps riders learn the basics of motorcycle operation.

A full complement of quality Honda features, in a bike that's just the right size to provide a fun learning experience. There's no better way for a rider to experience the joy of motorcycling than from the seat of a CRF125FB.

TECHNOLOGY HIGHLIGHTS

- Extra travel from the Showa leading-axle front fork
- New easy-close ratchet-type gas fuel cap
- New wave-style front disc brake
- Four-speed gearbox with manual clutch



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.

Both kids and parents will also love the new PGM-FI fuel-injection system, which means fiddling with a carburetor is a thing of the past. Also new are LED warning lights for ignition ON, low fuel, and PGM-FI status—huge for kids who benefit from visual reminders that the key is left on or it's time to fill up. A throttle limiter allows parents to choose the appropriate amount of available power from the durable 109 cc four-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.

TECHNOLOGY HIGHLIGHTS

- Electric start with maintenance free battery
- Four-speed gearbox with automatic clutch
- Adjustable throttle limiter
- PGM-FI electronic fuel injection with 22 mm throttle body



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 the reliability CRFs are renowned for, 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. Lighter by far than any comparable bike out there, the CRF50F has the sporty look and high-quality fit and finish that will capture a kid's imagination. And as a parent, 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.

TECHNOLOGY HIGHLIGHTS

- Smooth-shifting three-speed transmission
- Quiet and efficient muffler including a spark arrester
- Small-size control levers enhance young rider comfort
- Front and rear drum brakes



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



CRF 450L

REDEFINE EXCITEMENT

This is the dual-sport bike serious riders have been dreaming about. The all-new CRF450L uses the CRF450R motocrosser as a starting point, then adds everything required to make it fully road-worthy. It's a true street-legal dirt bike that offers the reliability, refinement and quality of a Honda, along with the light weight, handling, and power of our best off-road machines. There really is nothing else quite like it.

In the dirt or on the pavement, you'll have a blast revving the CRF450L's liquid-cooled Unicam engine with lightweight titanium valves, fuel-injection, and six-speed transmission. The CRF450L's crank has 13 percent more inertia than the CRF450R's to smooth out the power delivery and make the engine more user-friendly in tight trails. But in pretty much every other way, the engine is all CRF450R. So you know it's a winner.

Same with the chassis. Twin-spar aluminum frame, adjustable Showa suspension, disc brakes front and rear, and black D.I.D. rims. Only the LED lighting, sidestand, mirrors, and bigger titanium fuel tank give away that the CRF450L isn't headed for the starting gate at a motocross track.

Even though it's based on a racer, the CRF450L doesn't force you to choose between performance and reliability. Check this out: its first major overhaul isn't until 30,000 km.

If you've been waiting for a serious dual-sport bike that combines Honda performance with Honda quality, your time has come.

TECHNOLOGY HIGHLIGHTS

- Special crankshaft smooths power delivery for better rideability in tight, technical situations
- Exhaust system is designed to be fully on- and off-road compliant, and quiet powerful Honda Unicam engine
- The transmission includes a low gear for tight, slow situations, and a top gear that's tall enough for highway riding
- A large-volume radiator, thermostat and two electric fans help to keep the engine cool in all riding conditions

LOW CENTRE OF GRAVITY

The compact Unicam engine and Honda's commitment to centre-of-mass engineering help keep the CRF450L's centre of gravity low. That means the bike feels lighter, and it handles better too.



LIGHTWEIGHT LIGHTING

The CRF450L features an all-LED lighting package—including the headlight—to help keep weight as low as possible. And the lighting pattern is specially designed for both on- and off-road situations.



FUEL INJECTION

The Honda proven PGM-FI fuel-injection system is one of the reasons why the CRF450L produces such strong torque and crisp throttle response, especially in the critical low-rpm range. It also automatically compensates for elevation and weather changes.



QUIETER OPERATION

Redesigned engine covers and a urethane-injected aluminium swingarm helps with the overall noise reduction.



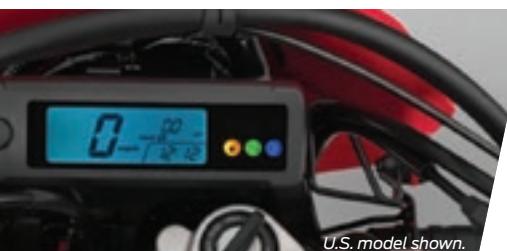
TRUE DUAL SPORT TIRES

The CRF450L's 21-inch front and 18-inch rear tires provide both excellent off-road traction and on-road life. Tires are always a critical part of any dual-sport bike, and we've hooked you up with some great ones here.



STAY INFORMED

The CRF450L's Fuel Mileage Meter shows current fuel mileage and average fuel mileage as well as fuel consumption. It's in the same digital instrument display as the speedometer, odometer, tripometers and digital clock.



U.S. model shown.

KEY SPECIFICATIONS

ENGINE

449 cc liquid-cooled single-cylinder

TRANSMISSION

Six-speed with manual clutch

FRONT SUSPENSION

49 mm fully adjustable leading-axle inverted telescopic Showa SPG coil-spring fork; 268 mm (10.55 in) travel

REAR SUSPENSION

Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 300 mm (11.81 in) travel

CURB WEIGHT

131 kg (289 lb.)
Including required fluids and full tank of gas—ready to ride

FUEL CAPACITY

7.6 litres





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 250 cc single-cylinder engine
- Compact roller rocker arm design for the low friction valve train
- Digital multi-function instrument panel with fuel level gauge and clock



CRF 250 RALLY

DUAL SPORT DOMINATION

Whether cruising 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 enhance 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-sport machine from Honda.

TECHNOLOGY HIGHLIGHTS

- Compact liquid-cooled DOHC 250 cc single-cylinder engine
- Gear-driven counterbalance shaft helps reduce engine vibration
- Large 10.1 litre fuel tank with hinged cap
- Bright, dual isometric, frame-mounted LED headlights



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 grow as they progress through their JRR sessions.

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



**Junior
Red Riders®**



JOIN THE RED RIDER REWARDS PROGRAM

Honda is a proud supporter of Canadian racers, including five time Canadian Motorcross National Champion Colton Facciotti and 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, your local authorized Honda Motorcycle dealer is able to provide you with information on how to become a Honda Red Rider for the 2019 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 Expert | CRF450RX | CRF250RX | CRF250F |
|--------------------------|---|---|---|---|---|--|
| Engine type | Liquid-cooled single-cylinder | Liquid-cooled single-cylinder | Liquid-cooled single-cylinder | Liquid-cooled single-cylinder | Liquid-cooled single-cylinder | Air-cooled single-cylinder |
| Displacement | 450 cc | 249 cc | 150 cc | 450 cc | 249 cc | 249 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 | 79 mm x 50.9 mm | 71 mm x 63 mm |
| Compression ratio | 13.5:1 | 13.9:1 | 11.7:1 | 13.5:1 | 13.9:1 | 9.6:1 |
| Valve train | Unicam, four valves | DOHC, four valves | Unicam, four valves | Unicam, four valves | DOHC, four valves | SOHC, four valves |
| Fuel delivery | PGM-FI electronic fuel injection with 46 mm throttle body | PGM-FI electronic fuel injection with 44 mm throttle body | Keihin 32 mm flat-slide carb with throttle position sensor | PGM-FI electronic fuel injection with 46 mm throttle body | PGM-FI electronic fuel injection with 44 mm throttle body | PGM-FI electronic fuel injection with 34 mm throttle body |
| Transmission | Close-ratio five-speed | Close-ratio five-speed | Close-ratio five-speed | Close-ratio five-speed | Close-ratio five-speed | Five-speed with manual clutch |
| Final drive | #520 sealed chain; 13T/49T | #520 sealed chain; 13T/48T | #420 sealed chain; 15T/56T | #520 sealed chain; 13T/48T | #520 sealed chain; 13T/48T | #520 sealed chain; 13T/50T |
| Front suspension | 49 mm inverted Showa fork with rebound and compression damping adjustability; 268 mm (10.55 in.) travel | 49 mm inverted Showa fork with rebound and compression damping adjustability; 268 mm (10.55 in.) travel | 37 mm inverted Showa leading-axle telescopic fork with adjustable compression and rebound damping; 241 mm (9.50 in.) travel | 49 mm inverted Showa fork with rebound and compression damping adjustability; 268 mm (10.55 in.) travel | 49 mm fully adjustable leading-axle inverted telescopic Showa SPG coil-spring fork; 268 mm (10.55 in.) travel | 41mm leading-axle Showa fork; 216 mm (8.5 in.) travel |
| Rear suspension | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 314 mm (12.36 in.) travel | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 317 mm (12.48 in.) travel | Pro-Link® fully adjustable Showa single shock; 282 (11.1 in.) travel | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 312 mm (12.28 in.) travel | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 312 mm (12.28 in.) travel | Pro-Link® Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel |
| Tires | Front: 80/100-21 Rear: 120/80-19 | Front: 80/100-21 Rear: 100/90-19 | Front: 70/100-19 Rear: 90/100-16 | Front: 90/90-21 Rear: 120/90-18 | Front: 90/90-21 Rear: 110/100-18 | Front: 80/100-21 Rear: 100/100-18 |
| Brakes | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc with single-piston caliper | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc with single-piston caliper | Front: 220 mm disc with single-piston caliper Rear: 190 mm disc with single-piston caliper | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc with single-piston caliper | Front: 260 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper | Front: 240 mm disc with dual-piston caliper Rear: drum |
| Ground clearance | 328 mm (12.9 in.) | 327 mm (12.9 in.) | 336 mm (13.2 in.) | 328 mm (12.9 in.) | 329 mm (13.0 in.) | 290 mm (11.4 in.) |
| Seat height | 960 mm (37.8 in.) | 957 mm (37.7 in.) | 866 mm (34.1 in.) | 959 mm (37.8 in.) | 961 mm (37.8 in.) | 884 mm (34.8 in.) |
| Wheelbase | 1,482 mm (58.3 in.) | 1,486 mm (58.5 in.) | 1,285 mm (50.6 in.) | 1,477 mm (58.14 in.) | 1,486 mm (58.5 in.) | 1,419 mm (55.9 in.) |
| Curb weight* | 112 kg (247 lb.) | 108 kg (238 lb.) | 84.4 kg (186 lb.) | 116 kg (256 lb.) | 111 kg (245 lb.) | 120 kg (265 lb.) |
| Fuel capacity | 6.3 litres | 6.3 litres | 4.3 litres | 8.5 liters | 8.5 litres | 6 litres, including 0.8-litre reserve |
| Colour | Extreme Red | Extreme Red | Extreme Red | Extreme Red | Extreme Red | Extreme Red |

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



Design and innovation – inside and out.

The reasons for choosing Honda go beyond our legendary engines. We have created our reputation through an unwavering focus on durability, quality and reliability. Each Honda product is a reflection of our commitment to motorcycle culture and the strength of community. Let trained Honda service technicians help to keep your motorcycle healthy, using only the finest Honda Genuine Parts, Oils and Chemicals specifically engineered to help maintain the original integrity and life of your Honda. Our industry-recognized engineering and exceptional Honda service means you can rest assured that Honda will provide you with exactly what you need to help ensure the best motorcycle performance for years to come.



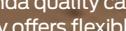
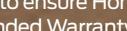
| | CRF230F | CRF125F/CRF125FB | CRF110F | CRF50F | CRF450L | CRF250L/CRF250 Rally |
|--------------------------|---|---|---|---|--|---|
| Engine type | Air-cooled single-cylinder | Air-cooled single-cylinder | Air-cooled single-cylinder | Air-cooled single-cylinder | Liquid-cooled single-cylinder | Liquid-cooled single-cylinder |
| Displacement | 223 cc | 125 cc | 109 cc | 49 cc | 449 cc | 250 cc |
| Bore & stroke | 65.5 mm x 66.2 mm | 52.4 mm x 57.9 mm | 50 mm x 55.6 mm | 39 mm x 41.4 mm | 96 mm x 62.1 mm | 76 mm x 55 mm |
| Compression ratio | 9:1 | 9:1 | 9:1 | 10:1 | 12:1 | 10.7:1 |
| Valve train | SOHC, two valves | SOHC, two valves | SOHC, two valves | SOHC, two valves | Unicam, four valves | Chain-driven DOHC, four valves |
| Fuel delivery | Single 28 mm piston-valve carb | PGM-FI electronic fuel injection with 22 mm throttle body | PGM-FI electronic fuel injection with 22 mm throttle body | PGM-FI electronic fuel injection with 13 mm piston-valve carb | PGM-FI electronic fuel injection with 46 mm throttle body | PGM-FI electronic fuel injection with 38 mm throttle body |
| Transmission | Six-speed with manual clutch | Four-speed with manual clutch | Four-speed with automatic clutch | Three-speed with automatic clutch | Six-speed | Six-speed |
| Final drive | #520 sealed chain; 13T/50T | #428 chain; F: 13T/46T, FB: 13T/49T | #420 chain; 14T/38T | #420 chain; 14T/37T | #520 sealed chain; 13T/51T | #520 sealed chain; 14T/40T |
| Front suspension | 37 mm leading-axle Showa fork; 216 mm (8.5 in.) travel | F: 31 mm leading-axle Showa fork; 133 mm (5.24 in.) travel FB: 31 mm leading-axle Showa fork; 170 mm (6.6 in.) travel | 31mm leading-axle Showa fork; 110 mm (4.3 in.) travel | Inverted telescopic fork; 87 mm (3.4 in.) travel | 49 mm leading-axle inverted telescopic Showa coil-spring fork with rebound and compression damping adjustability, 268 mm (10.55 in.) travel | 250L: 43 mm Showa inverted fork with 222 mm (8.7 in.) travel RALLY: 43 mm Showa inverted fork with 221 mm (8.7 in.) travel |
| Rear suspension | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 314 mm (12.36 in.) travel | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 317 mm (12.48 in.) travel | Pro-Link® fully adjustable Showa single shock; 282 (11.1 in.) travel | Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 312 mm (12.28 in.) travel | Pro-Link® Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel | Pro-Link® Showa single shock; 97 mm (3.8 in.) travel |
| Tires | Front: 80/100-21 Rear: 120/80-19 | Front: 80/100-21 Rear: 100/90-19 | Front: 70/100-19 Rear: 90/100-16 | Front: 90/90-21 Rear: 120/90-18 | Front: 90/90-21 Rear: 110/100-18 | Front: 80/100-21 Rear: 100/100-18 |
| Brakes | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc with single-piston caliper | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc with single-piston caliper | Front: 220 mm disc with single-piston caliper Rear: 190 mm disc with single-piston caliper | Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc with single-piston caliper | Front: 240 mm disc with dual-piston caliper Rear: drum | Front: 220 mm disc Rear: drum |
| Ground clearance | 305 mm (12 in.) | F: 211 mm (8.3 in.) FB: 265 mm (10.4 in.) | 175 mm (6.9 in.) | 152 mm (6.0 in.) | 315 mm (12.4 in.) | 255 mm (10 in.) RALLY: 270 mm (10.6 in.) |
| Seat height | 878 mm (34.6 in.) | F: 739 mm (29.1 in.) FB: 785 mm (30.9 in.) | 660 mm (26 in.) | 548 mm (21.6 in.) | 940 mm (37 in.) | 875 mm (34.4 in.) RALLY: 895 mm (35.2 in.) |
| Wheelbase | 1,372 mm (54 in.) | F: 1,219 mm (48 in.) FB: 1,255 mm (49.4 in.) | 1,065 mm (41.9 in.) | 911 mm (35.9 in.) | 1,500 mm (59.1 in.) | 250L: 1,445 mm (56.9 in.) RALLY: 1,455 mm (57.3 in.) |
| Curb weight* | 113 kg (249 lb.) | F: 88 kg (194 lb.) FB: 90.3 kg (199 lb.) | 77.2 kg (170.2 lb.) | 50 kg (111 lb.) | 131 kg (289 lb.) | 250L: 144 kg (317 lb) RALLY: 155 kg (342 lb) |
| Fuel capacity | 7 litres, including 1.6 L reserve | 3.7 litres, including 0.8-litre reserve | 3.7 litres, including 0.8-litre reserve | 2.6 litres, including 0.7-litre reserve | 7.6 litres | 250L: 7.8 litres RALLY: 10.1 litres |
| Colour | Extreme Red | Extreme Red | Extreme Red | Extreme Red | Extreme Red | Extreme Red (250L) Black (Rally) |

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

We make it easier to make it yours!

Honda Canada Finance Inc. (HCFI), o/a Honda Financial Services, was established in 1987 to provide financing options for Canadian consumers. Financing options with competitive rates and flexible terms are available through Honda dealers across Canada.

HONDA
Financial Services



Honda Warranty = Peace of mind.

Designed to ensure Honda quality care for your motorcycle, Honda Plus Extended Warranty offers flexible coverage selections for the type of protection you need. Whether your Honda motorcycle is new or pre-owned, Honda Plus helps to cover you.

Why Honda?

Our nature is to move forward. It's what drives us to pursue new ideas; always striving to remain at the forefront of innovation and performance. True craftsmanship is the result of expertise and passion coming together to create something that looks, feels and functions in a way that showcases uncompromising attention to detail. Extensive testing and fine-tuning drives every stage of our engineering process so the end result is optimized for the most thrilling and comfortable experience possible. Honda strives to offer optimal performance through every product we develop, from grassroots to pinnacle; from the track to the street; from dirt to concrete. We build products for those who truly desire proven performance without sacrificing the reliability that comes with the Honda name.



Honda Motorcycles Canada



@HondaMotoCA

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Riding a motorcycle can be hazardous. For your safety, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey all laws, use common sense and respect the rights of others when you ride. Some of the features and technologies described in this publication come with limitations. See owner's manual for complete details. Specifications, descriptions and illustrations contained in this publication are based on information believed to be correct at the time this publication was approved for printing. Although descriptions, specifications, model images, colours and accessories are believed to be correct, accuracy cannot be guaranteed. Errors and omissions excepted. Specifications are subject to change without notice. All specifications in this publication apply only to models sold and registered in Canada by an authorized dealer. Some of the models and/or accessories may not be exactly as shown. Some or all of the accessories described or illustrated in this brochure may not be standard and may be available only at an extra cost. Photographs depict professional riders on closed courses. Visit honda.ca for additional safety information.

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