



# DIRT BIKES 2020



[honda.ca](http://honda.ca)

# 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.

## 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 new 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

CRF125FB

CRF125F

CRF110F

CRF50F

## 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

CRF250L RALLY

Photo credit: James Lissimore (Cover and inside front left GDR images), Inside Left: Honda Rider, Colton Facciotti #1. Professional rider on a closed course.



**CRF**  
**450R**

**EVEN MORE COMPETITIVE  
THAN YOU ARE**

*Honda rider Colton Faccotti #1,  
photo credit: James Lissimore.  
Professional rider on a closed course.*



#### **Honda Selectable Torque Control (HSTC)**

The 2020 CRF450R now features Honda Selectable Torque Control (HSTC), designed to improve the stability and traction while maintaining throttle position. With 3 settings to choose from you can have your bike dialed, no matter how much traction there is.



*Professional rider  
on a closed course.*

#### **Total Air Management**

By lowering the battery box position by 28 mm, not only has it lowered the centre of gravity but also allowed for a 9% increase in the size of the air filter. This allows for more responsive handling overall and improved airflow from intake to exhaust.



#### **260 mm Front Brake**

The CRF450R's large front-brake disc measures a whopping 260 mm. The rear brakes have also been updated to improve overall braking performance. Now you get great brake feel and a pattern that cuts down on weight. Front and rear brake-disc guards are part of the package too.



*Professional rider  
on a closed course.*

#### **New Suspension Settings**

Not a big change, but hey, with a bike this good we're talking about chasing perfection. What you'll experience is better front/rear balance.



#### **Titanium Fuel Tank**

Grams and performance count, and the CRF450R uses a titanium fuel tank. Light and strong, it's also thinner than our previous plastic unit, while maintaining the same capacity, freeing up more space and helping to centralize fuel mass.



#### **Swingarm**

The CRF450R's swingarm flex is finely-tuned to work with the chassis and gives you better rear traction and cornering precision.



**CRF**  
**250R**

## **RADICALLY REDESIGNED FOR THE ABSOLUTE HOLESHOT**

*Honda rider Dylan Wright #1, photo credit: James Lissimore. Professional rider on a closed course.*



### **HRC Launch Control**

We're talking about a special ECU program here: push the button to select the mode, hold the throttle open, release the clutch, and the CRF250R will do the rest, launching you into the first turn with a big advantage. It turns your bike into a holeshot-seeking machine!



### **New 2020 Piston**

Coordinated to work with the new cam profile and combustion-chamber shape, it's the final piece to the CRF250R's engine performance package. The bridged-box design features a reinforcing structure between the skirts and the wrist-pin bosses that helps enable the CRF250R's high redline.



### **Rad Capacity**

We've increased the radiator size this year for better cooling—and since the new bike makes more power, it needs more cooling!



### **New 2020 Cam Profiles**

With input directly from our HRC factory team, we've changed the intake cam profiles on our 2020 model to work with the new valves. You should feel better bottom end torque and power, while still retaining the CRF250R's screaming peak.



### **Clutch Design and Materials**

The CRF250R's clutch uses two different types of friction material. Why? The clutch can handle the increased power of the engine without being any larger, with an improved capacity of 18% for added durability. The lighter rotating weight is directly related to how fast the engine revs.



### **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 track conditions.



**CRF**  
**150R**  
**EXPERT**

**PERFORMANCE**  
**AMPLENTY**

*Professional rider on a closed course.*

#### **Excellent Mass Centralization**

Ultra-high RPM, 149 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.

#### **Comfort on Any Terrain**

Pro-Link® rear suspension system features a fully adjustable Showa shock that effectively soaks up whatever the track or trail can throw at it.

#### **Consistent Engine Operating Temperature**

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

#### **Precise Control Over 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 precise control whether you're braking over stutter bumps or root infested trails.

#### **More Immediate Throttle**

Flat-slide, FCR 32 mm carburetor is fitted with an accelerator pump for more immediate throttle response. Go ahead, use the 4-stroke advantage to grab the holeshot.

#### **Easy Braking in 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.



**CRF**  
**450RX**

**FOLLOW NO ONE  
BUT YOURSELF**

*Professional rider on a closed course.*



#### **New for 2020 Honda Selectable Torque Control (HSTC)**

The 2020 CRF450RX now features Honda Selectable Torque Control (HSTC), designed to improve the stability and traction while maintaining throttle position. With 3 settings to choose from you can have your bike dialed, no matter how much traction there is.



#### **Engine Mode Select Button**

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 track conditions



#### **Total Air Management**

By lowering the battery box position by 28 mm, not only has it lowered the centre of gravity but also allowed for a 9% increase in the size of the air filter. This allows for more responsive handling overall and improved airflow from intake to exhaust.



#### **New Suspension Settings**

Not a big change, but hey, with a bike this good we're talking about chasing perfection. What you'll experience is better front/rear balance.



#### **450 cc Unicam Engine**

Honda Unicam cylinder heads combine the best of single and double-overhead-cam designs. The configuration contributes to a compact engine that saves weight over a comparable dual-overhead-camshaft motor and also permits a narrow included valve angle. This flattens the combustion chamber to facilitate 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 center of gravity.



#### **HRC Launch Control**

We're talking about a special ECU program here: push the button to select the mode, hold the throttle open, release the clutch, and the CRF450RX will do the rest, launching you into the first turn with a big advantage. It turns your bike into a holeshot-seeking machine!



**CRF**  
**250RX**

**ANY TRAIL.**  
**ANY TIME.**

*Previous model year shown*



**Big Bore/Short Stroke**

The CRF250RX's 79 mm bore and short 50.9 mm stroke let our engineers create a high-revving engine with plenty of room for large valves. The engine breathes and revs—the two keys to making power in the cross-country world.



*Previous model year shown.  
Professional rider on a closed course.*

**Clutch Design and Materials**

The CRF250RX's clutch uses two different types of friction material. Why? The clutch can handle the increased power of the engine without being any larger. The lighter rotating weight is directly related to how fast the engine revs. Stronger clutch springs for 2020 help cope with all that power.



*Previous model year shown*

**HRC Launch Control**

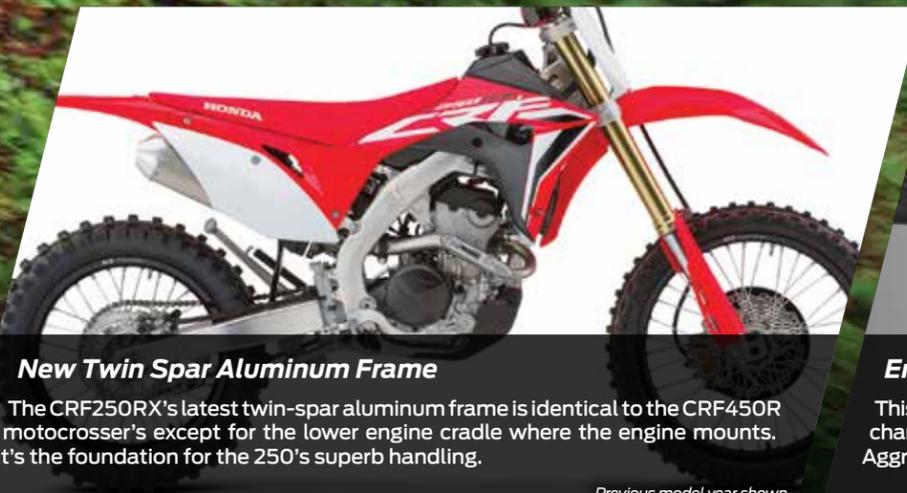
We're talking about a special ECU program here: push the button to select the mode, hold the throttle open, release the clutch, and the CRF250RX will do the rest, launching you into the first turn with a big advantage. It turns your bike into a holeshot-seeking machine!



*Previous model year shown*

**New 2020 Cam Profiles**

With input directly from our HRC factory team, we've changed the intake cam profiles on our 2020 model to work with the new valves. You should feel better bottom end torque and power, while still retaining the CRF250R's screaming peak.



**New Twin Spar Aluminum Frame**

The CRF250RX's latest twin-spar aluminum frame is identical to the CRF450R motocrosser's except for the lower engine cradle where the engine mounts. It's the foundation for the 250's superb handling.

*Previous model year shown*



**Engine Mode Select Button**

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.



**CRF**  
**250F**

**DOMINATE  
ON EVERY TRAIL**

Photo credit: James Lissimore



**Dependable Power**

Responsive 250 cc single-cylinder air-cooled 4-stroke engine with 4-valve cylinder head offers plenty of user-friendly power and torque, spread over a wide RPM range. A 4-valve head provides a host of improvements over a 2-valve head, including higher rev capability, more efficient combustion, greater peak power, and reduced fuel consumption.



**Smooth Ride**

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



**Crisp Throttle 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 even tough trails.



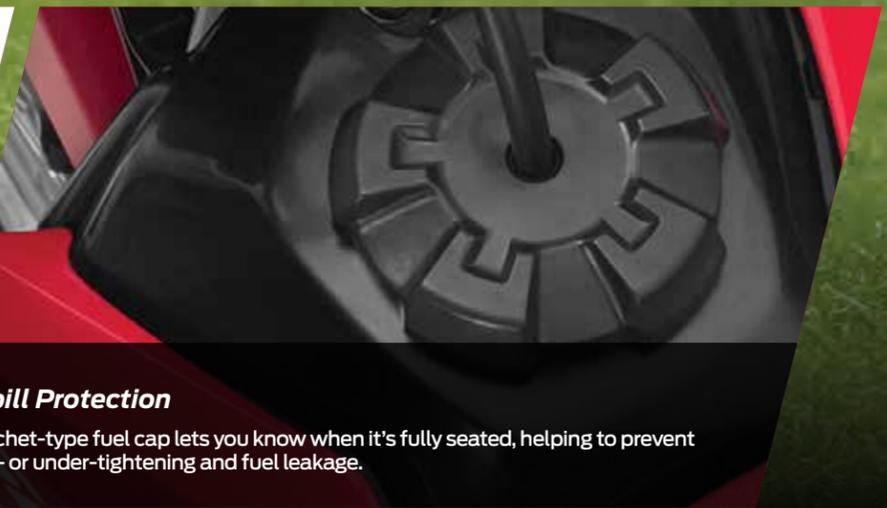
**Durable Fuel Tank**

Plastic-injected fuel tank with integrated fuel pump adds to the CRF250F's durability and ease of use.



**Twin-Spar Frame**

CRF-R-inspired twin-spar frame with box-section aluminum swingarm combines strength with light weight.



**Spill Protection**

Ratchet-type fuel cap lets you know when it's fully seated, helping to prevent over- or under-tightening and fuel leakage.



**CRF**  
**125F / FB**

**A STEP UP  
BEFORE THEY STEP OUT**



**Twin-Spar Frame**

The twin-spar frame borrows its design from the CRF-R line, providing enhanced rigidity with just the right amount of tuned flex for optimum handling in a variety of conditions.



**Improved Braking**

Wave-style front brake disc dissipates heat better, while also adding to the CRF-R-inspired styling. Brakes are powerful yet easy to modulate, making them ideal for riders of all skill levels.



**Fuel-Injection System**

PGM-FI electronic fuel injection helps ensure a smooth flow of power for easier handling, plus less troublesome operation and maintenance.



**LED Indicators**

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, and another way the CRF125F / FB helps young riders learn the basics of motorcycle operation.



**Big-Wheel Version Available**

Want something a little larger? Check out our CRF125F Big Wheel—the same great bike but a better fit for taller riders.



**Generous Ground Clearance**

Lots of ground clearance lets you tackle rugged terrain with confidence.



#### **Linear Power Delivery**

PGM-FI electronic fuel injection helps ensure a smooth flow of power for easier handling, plus less troublesome operation and maintenance.



#### **Twin-Spar Frame**

CRF-R-inspired twin-spar frame provides a stable foundation for both novice and skilled young riders.



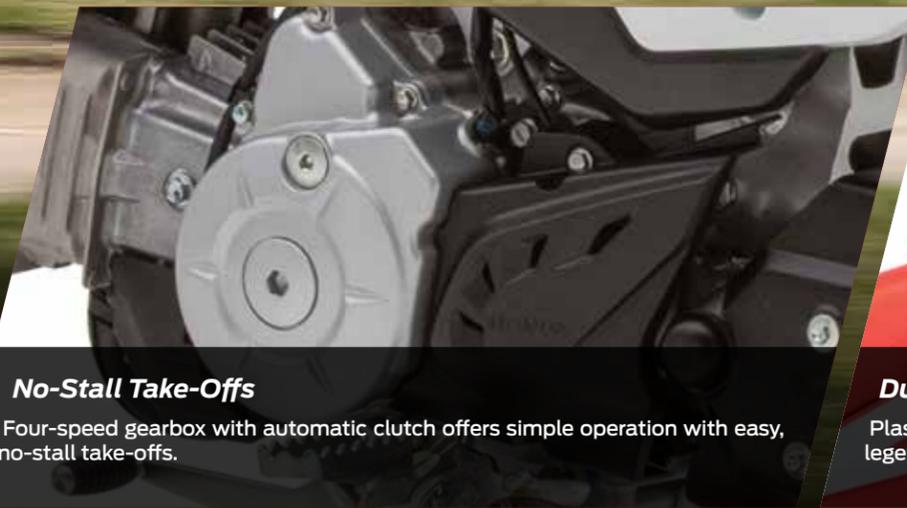
#### **LED Indicators**

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, and another way the CRF110F helps young riders learn the basics of motorcycle operation.



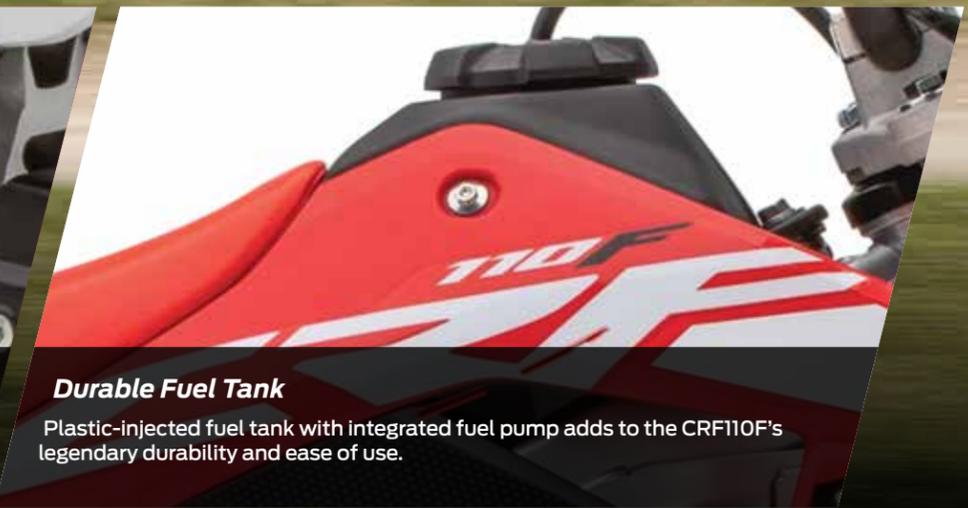
#### **Great Traction & Stability**

Upgraded suspension offers excellent traction and stability for added confidence over rough terrain. The 31 mm leading-axis Showa front fork has 110 mm (4.3 in.) of travel, while the rear Pro-Link® Showa single shock absorber provides 97 mm (3.8 in.) of travel.



#### **No-Stall Take-Offs**

Four-speed gearbox with automatic clutch offers simple operation with easy, no-stall take-offs.



#### **Durable Fuel Tank**

Plastic-injected fuel tank with integrated fuel pump adds to the CRF110F's legendary durability and ease of use.

**CRF**  
**110F**

**STYLISH**  
**STEPPING STONE**



**CRF**  
**50F**

**EVERY JOURNEY STARTS  
WITH THE FIRST STEP**



**Easy Mobility for Young Riders**

Narrow seat, slim fuel tank and extra-low 548 mm (21.6 inches) seat height provide excellent comfort and mobility for a broad range of young riders.



**Simple Operation**

Smooth-shifting three-speed transmission and automatic clutch offer simple operation and no-stall easy takeoffs.



**Strength & Compliance**

High-tensile steel frame and swingarm offer excellent balance of strength and compliance.



**Great Suspension**

Inverted telescopic forks offer 87 mm (3.4 inches) of plush travel at the front while a single-shock provides 70 mm (2.8 inches) of rear suspension travel at the rear. Giving a smooth ride all around.



**Excellent Fuel Mileage**

13 mm piston-valve carburetor offers excellent fuel mileage and throttle response throughout the RPM range.



**Quiet & Efficient**

Muffler/spark arrester is efficient and quiet.



**CRF**  
**450 L**

**REDEFINE  
EXCITEMENT**

### **True Street-Legal Dirt Bike**

The CRF450L uses the CRF450R motocrosser as a starting point, then adds everything required to make it fully road-worthy. From the CRF450R base, the frame has been made slightly wider to allow for the 6-speed transmission, the engine was adapted to smooth out the power delivery and the suspension, brakes have been modified to make it more user friendly in the tight trails and on the road.

### **Built to Last**

A truly reliable engine and top build quality translates into a real-world service schedule of 32,000 km between major engine stripdowns – with an air and oil filter change every 1,000 km.



*Professional rider  
on a closed course.*

### **Quieter Operation**

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



### **Trusted Titanium**

The CRF450L boasts a 7.6 litre titanium fuel tank with locking fuel cap.



### **Lightweight LED Lighting**

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



*Professional rider  
on a closed course.*

### **Wide-Ratio Six-Speed Transmission**

The CRF450L rocks a wide-ratio six-speed gearbox. That gives you a low gear perfect for tight, slow situations, and a top gear that's tall enough for highway riding to the next gas stop or trailhead.



**CRF**  
**250L**

**FOR ALL  
LIFE'S ROADS**

*Previous model year shown*



**Strong, Confidence-Inspiring Power**

Compact and sophisticated liquid-cooled DOHC 249 cc single-cylinder four-stroke engine produces smooth and consistent torque at low RPM, plus excellent high-RPM performance. The engine's wide spread of power makes the CRF250L easy and confidence-inspiring to ride, while also returning impressive fuel economy ratings.



**Excellent Stability & Agility**

Chassis developed specifically for the CRF250L provides an ideal combination of on-road stability and off-road agility.



**Optimal Power**

The CRF250L's Programmed Fuel Injection (PGM-FI) system continuously monitors several variables to help ensure the correct fuel mixture, thereby delivering optimal performance and remarkably crisp throttle response over a wide range of operating conditions. A large throttle body and a long air-intake tube contribute to the engine's significant power.



**Excellent Performance Over Rough Terrain**

Pro-Link® single-shock rear suspension is designed for both great rider comfort and great traction while maintaining the ample travel that helps make the CRF250L capable on the trail.



**Exhaust Design**

The exhaust system's header pipe features a tapered design shape, altering the internal structure of the muffler. Engineers were able to balance overall power and torque while also reducing weight.



*Previous model year shown*

**Reduced Vibration**

A gear-driven counterbalance shaft helps quell engine vibration for enhanced rider comfort. It's located so close to the crankshaft that the balancer weight passes between the two crank weights to keep the engine as compact as possible while improving mass centralization.



**CRF**  
**250L RALLY**

**DUAL SPORT**  
**DOMINATION**

#### Power Your Adventure

Compact and sophisticated liquid-cooled DOHC 249 cc single-cylinder four-stroke engine produces smooth and consistent torque at low RPM, plus excellent high-RPM performance. The engine's wide spread of power makes the CRF250L Rally easy and confidence-inspiring to ride, while also returning impressive fuel economy ratings.

#### Upgraded Suspension

To enhance the CRF250L Rally's off-road capabilities, the Showa suspension has been significantly altered compared to the CRF250L, including increased rear travel, and a new link and connecting rod in the Pro-Link® rear end. The result is improved control over rough surfaces without hampering supple comfort on the road, plus an extra 15 mm of ground clearance.

#### Crisp Operation

The engine's Programmed Fuel Injection (PGM-FI) system continuously monitors several variables to help ensure the correct fuel mixture, thereby delivering optimal performance and remarkably crisp throttle response over a wide range of operating conditions. A large 38 mm throttle body and extended air-intake tube contribute to the engine's significant power.

#### Excellent Performance Over Rough Terrain

Pro-Link® single-shock rear suspension is designed for both great rider comfort and great traction while maintaining the ample travel that helps make the CRF250L Rally capable on the trail.

#### Reducing Vibration

A gear-driven counterbalance shaft helps quell engine vibration for enhanced rider comfort. It's located so close to the crankshaft that the balancer weight passes between the two crank weights to keep the engine as compact as possible while improving mass centralization.

#### Extra Stopping Power

The Rally's adventurous spirit requires a powerful braking system, including a floating wave disc at the front with a larger 296 mm diameter (compared to 256 mm on the CRF250L).

## 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](http://motorcycle.honda.ca/JRR.ca) to learn more.



# RED RIDER 2020

## JOIN THE RED RIDER REWARDS PROGRAM

Honda is a proud supporter of Canadian racers, including six-time Canadian Motocross Champion Colton Facciotti and 2019 250 Motocross Champion Dylan Wright – both 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. 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 2020 race season.

For more info on the Red Rider program, visit [motorcycle.honda.ca/racing-events](http://motorcycle.honda.ca/racing-events).



	<b>CRF450R</b>	<b>CRF250R</b>	<b>CRF150R Expert</b>	<b>CRF450RX</b>	<b>CRF250RX</b>	<b>CRF250F</b>
<b>Engine type</b>	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder	Air-cooled single-cylinder
<b>Displacement</b>	450 cc	249 cc	150 cc	450 cc	249 cc	249 cc
<b>Bore &amp; stroke</b>	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
<b>Compression ratio</b>	13.5:1	13.9:1	11.7:1	13.5:1	13.9:1	9.6:1
<b>Valve train</b>	Unicam, four valves	DOHC, four valves	Unicam, four valves	Unicam, four valves	DOHC, four valves	SOHC, four valves
<b>Fuel delivery</b>	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
<b>Transmission</b>	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
<b>Final drive</b>	#520 sealed chain; 13T/49T	#520 sealed chain; 13T/48T	#420 sealed chain; 15T/56T	#520 sealed chain; 13T/50T	#520 sealed chain; 13T/48T	#520 sealed chain; 13T/50T
<b>Front suspension</b>	49 mm telescopic inverted Showa coil spring 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	37 mm inverted Showa leading-axle telescopic fork with adjustable compression and rebound damping; 241 mm (9.50 in.) travel	49 mm telescopic inverted Showa coil spring 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	41 mm leading-axle Showa fork; 216 mm (8.5 in.) travel
<b>Rear suspension</b>	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; 317 mm (12.48 in.) travel	Pro-Link® Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel
<b>Tires</b>	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
<b>Brakes</b>	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: 240 mm disc with single-piston caliper	Front: 240 mm disc with dual-piston caliper  Rear: 220 mm disc with single piston caliper
<b>Ground clearance</b>	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.)	286 mm (11.3 in.)
<b>Seat height</b>	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.)	883 mm (34.8 in.)
<b>Wheelbase</b>	1,482 mm (58.3 in.)	1,486 mm (58.5 in.)	1,285 mm (50.6 in.)	1,477 mm (58.1 in.)	1,486 mm (58.5 in.)	1,420 mm (55.9 in.)
<b>Curb weight*</b>	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.)
<b>Fuel capacity</b>	6.3 litres	6.3 litres	4.3 litres	8.5 litres	8.5 litres	6 litres, 1.3 litre reserve
<b>Colour</b>	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red

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



	<b>CRF125F/ CRF125FB</b>	<b>CRF110F</b>	<b>CRF50F</b>	<b>CRF450L</b>	<b>CRF250L/ CRF250L Rally</b>
<b>Engine type</b>	Air-cooled single-cylinder	Air-cooled single-cylinder	Air-cooled single-cylinder	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder
<b>Displacement</b>	125 cc	109 cc	49 cc	449 cc	250 cc
<b>Bore &amp; stroke</b>	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
<b>Compression ratio</b>	9:1	9:1	10:1	12:1	10.7:1
<b>Valve train</b>	SOHC, two valves	SOHC, two valves	SOHC, two valves	Unicam, four valves	Chain-driven DOHC, four valves
<b>Fuel delivery</b>	PGM-FI electronic fuel injection with 22 mm throttle body	PGM-FI electronic fuel injection with 22 mm throttle body	Single 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
<b>Transmission</b>	Four-speed with manual clutch	Four-speed with automatic clutch	Three-speed with automatic clutch	Six-speed	Six-speed
<b>Final drive</b>	#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
<b>Front suspension</b>	F: 31 mm leading-axle Showa fork; 133 mm (5.2 in.) travel FB: 31 mm leading-axle Showa fork; 151 mm (5.9 in.) travel	31 mm leading-axle Showa fork; 100 mm (3.9 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	<b>250L:</b> 43 mm Showa inverted fork with 222 mm (8.7 in.) travel <b>RALLY:</b> 43 mm Showa inverted fork with 221 mm (8.7 in.) travel
<b>Rear suspension</b>	F: Pro-Link® Showa single shock; 140 mm (5.5 in.) travel  FB: Pro-Link® Showa single shock; 168 mm (6.6 in.) travel	Pro-Link® Showa single shock; 97 mm (3.8 in.) travel	Single shock; 70 mm (2.8 in.) travel	Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 300 mm (11.8 in.) travel	<b>250L:</b> Pro-Link® Showa single shock; 239 mm (9.4 in.) travel <b>RALLY:</b> Pro-Link® Showa single shock; 264 mm (10.4 in.) travel
<b>Tires</b>	Front: 70/100-17   FB Front: 70/100-19 Rear: 90/100-14   FB Rear: 90/100-16	Front: 70/100-14 Rear: 80/100-12	Front: 2.50-10 Rear: 2.50-10	Front: 80/100-21 Rear: 120/80-18	Front: 3.00-21 Rear: 120/80-18
<b>Brakes</b>	Front: 220 mm disc  Rear: drum	Front: drum  Rear: drum	Front: drum  Rear: drum	Front: 260 mm wave-pattern disc with dual-piston caliper  Rear: 240 mm wave-pattern disc with single-piston caliper	<b>250L:</b> Front: 256 mm disc with dual-piston caliper; Rear: 220 mm disc with single-piston caliper  <b>RALLY:</b> Front: 296 mm disc with dual-piston caliper; Rear: 220 mm disc with single-piston caliper
<b>Ground clearance</b>	F: 210 mm (8.3 in.) FB: 260 mm (10.2 in.)	175 mm (6.9 in.)	152 mm (6.0 in.)	315 mm (12.4 in.)	<b>250L:</b> 255 mm (10 in.) <b>RALLY:</b> 270 mm (10.6 in.)
<b>Seat height</b>	F: 739 mm (29.1 in.) FB: 785 mm (30.9 in.)	658 mm (25.9 in.)	548 mm (21.6 in.)	940 mm (37 in.)	<b>250L:</b> 875 mm (34.4 in.) <b>RALLY:</b> 895 mm (35.2 in.)
<b>Wheelbase</b>	F: 1,220 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.)	<b>250L:</b> 1,445 mm (56.9 in.) <b>RALLY:</b> 1,455 mm (57.3 in.)
<b>Curb weight*</b>	F: 88 kg (194 lb.) FB: 90 kg (198 lb.)	77 kg (170 lb.)	50 kg (111 lb.)	131 kg (289 lb.)	<b>250L:</b> 144 kg (317 lb.) <b>RALLY:</b> 155 kg (342 lb.)
<b>Fuel capacity</b>	3.7 litres, including 0.7 litre reserve	3.7 litres, including 0.7 litre reserve	2.6 litres, including 0.7-litre reserve	7.6 litres	<b>250L:</b> 7.8 litres <b>RALLY:</b> 10.1 litres
<b>Colour</b>	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red (250L) Black (250L) Black/Heavy Grey (Rally)



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