CRF450R

With the 2013 CRF450R, Honda elevates the level of performance for 450-class motocross machines. This brand-new machine features a rolling chassis fully focused on meeting the needs of today's "scrub generation" of riders by integrating an all-new aluminum frame along with an innovative suspension package, plus a strategically engineered short dual-muffler exhaust system that tucks in closely to the center of mass. Designed from the get go as a total package that would be eminently flickable, responsive and lightweight, every element in the 2013 CRF450R chassis has been focused on attaining a low centre-of-gravity along with class-leading mass centralization. The new-concept KYB PSF® (Pneumatic Spring Fork) is significantly lighter since both main springs have been removed and it allows incorporation of a larger, more sophisticated 32 mm cartridge damper piston that resets traditional thinking for front suspension performance. That's matched with a new single-shock Pro-Link® rear suspension, plus a revised engine that churns out an awe-inspiring hit in the low-end and midrange along with massive top-end power. There's also a new six-spring clutch, a stouter transmission and much, much more. Bottomline: The 450 motocross machine that has become the ride of choice for many top-level AMA Pro riders now grows even stronger for 2013.

NEW FOR 2013

- All-new aluminum frame and swingarm.
- All-new lighter subframe and airbox.
- All-new air fork—KYB PSF® (Pneumatic Spring Fork).
- All-new rear shock with updated settings.
- All-new short and compact dual-muffler exhaust system.
- Bold new styling features an aggressive look.
- Improved footpeg mount features a patented debris-shielding design.
- All-new front and rear disc rotor covers.
- All-new MX51FA 80/100-21 front tire.
- Increased fuel capacity from 5.68 litres to 6.28 litres.
- Updated Unicam® engine.
- All-new piston with increased compression ratio (from 12.0:1 to 12.5:1).
- New two-hole oil jet adds extra cooling to the piston’s underside.
- Cylinder head with revised porting and larger exhaust valves (from 30 mm to 31 mm).
- Revised cam timing.
- All-new six-spring clutch and updated transmission.
- All-new radiators are mounted lower in the chassis.
- Revised fuel injection and ignition settings.

2013 SPECIFICATIONS

Model: CRF450R

- Engine Type: 449 cc liquid-cooled
- Bore And Stroke: 96 mm x 62.1 mm
- Compression Ratio: 12.5:1
- Valve Train: Unicam, four-valve: 36 mm intake, titanium; 31 mm exhaust, steel
- Induction: PGM-FI, 46 mm throttle body
- Ignition: Full transistor with electronic advance
- Transmission: Close-ratio five-speed
- Final Drive: #520 chain, 13/48T
- Suspension: Front: 48 mm inverted KYB PSF® (Pneumatic Spring Fork) with rebound and compression damping adjustability; 310 mm (12.2 in.) travel.
  Rear: Pro-Link® KYB single shock with adjustable spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed, 315 mm (12.4 in.) travel.
- Brakes: Front: Single 240 mm disc with twin-piston caliper
  Rear: Single 240 mm disc
- Tires: Front: Dunlop MX51FA 80/100-21
  Rear: Dunlop MX51 120/90-19
- Wheelbase: 1,491 mm (58.7 in.)
- Rake (CASTER ANGLE): 27°04’
- Trail: 116 mm (4.57 inches)
- Seat Height: 953 mm (37.5 in.)
- Ground Clearance: 330 mm (13.0 in.)
- Fuel Capacity: 6.28 litres
- Color: Red
- Curb Weight*: 201 kg (442.7 lbs)

*Includes all standard equipment, required fluids and full tank of fuel—ready to ride.

Specifications subject to change.

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