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## Honda crf 250 2025

2025 Honda CRF250R: ANYTHING ELSE IS SECOND BEST.Introducing the 2025 Honda CRF250R. Last year, our CRF250R lapped the field when it came to winning championships: Both Supercross 250 titles plus the 250 MX National Championship. Just one of those would be reason to celebrate, but the CRF250R ran the table. And while we celebrated those championships, now you get to celebrate too, because our new 2025 CRF250R is based on changes we developed on our factory racebikes. Like our 2025 CRF450R, the CRF250R features a new frame specially tuned for turning response, new suspension components specially designed for a more consistent feel throughout the suspension stroke, new tripleclamps, new suspension linkage, and a new more linear front brake with less lever play. Our HRC Launch Control is ready to catapult you to the podium, and you can choose from three riding modes to dial in power delivery to your track conditions. To freshen up the look, there are new CRF graphics too.And here's even bigger news: This year we're introducing the new CRF250RWE Works Edition. It gets all the refinements of this year's CRF250R, plus exclusive factory touches like a hydraulic clutch (the first ever on our 250), Yoshimura exhaust, Twin Air filter, Throttle Jockey seat cover, premium DID DirtStar LT-X rims, Kashima and titanium oxide-coated fork, a red cylinder-head cover, and hands-on touches like special cylinder-head porting, all done at the factory so you're ready to win right from the start.After winning the 2023 AMA Pro Motocross 250 Championship and both regions of the AMA Supercross 250 Championship at the hands of Jett and Hunter Lawrence, the CRF250R is not resting on its laurels for the 2025 model year. Constant refinement is required to compete at the highest level, as riders and tracks continue to demand more from the machines. For 2025, the CRF250R takes another step forward in its evolution, with advancements to its chassis, suspension and engine. The combination of improved stability, greater comfort and refined power characteristics translates to faster laps and a confidence-inspiring ride. From young, aspiring racers, all the way to those in the professional ranks, the CRF250R performs at every level.2025 Honda CRF250R Totalmotorcycle.com Key FeaturesNEW FOR 2025Updated main frame constructed of 70% new components to optimize rigidity and improve handling characteristics.New subframe mounting point optimizes lateral rigidity and reduces energy transmission from the rear of the bike to the front.The rigidity of the steering stem, triple clamps, outer fork tubes and front axle have all been revised to match the frame updates.The fork features new springs, kit-fork-inspired Bending Control Valves, seals and oil for a consistent feel throughout the stroke while minimizing harsh feedback.A new shock spring, reservoir, shaft and oil seal contribute to a consistent stroke feel to match the fork updates.The linkage has been updated to a one-piece structure that enhances rigidity, to improve tracking and stability performance. It also features a new leverage ratio that decreases pitching while improving bottoming resistance.The front brake caliper has an updated piston and seal grooves for consistent performance throughout the moto. It also features new machined accents.The redesigned airbox provides a straighter pathway for airflow, improving throttle control and top-end power.Increased crank rigidity enhances midrange torque.The revised muffler and header-pipe design is straighter and smoother, improving acceleration.New ECU maps offer smoother delivery while retaining strong torque and power throughout the rev range.The redesigned bodywork features smooth, flat surfaces to promote freedom of movement and offer a large contact point for gripping the bike.A new map switch offers the same Honda Selectable Torque Control settings as the CRF450R.Rear-shock removal time has been cut in half by eliminating the need to remove the subframe in order to access the shock.HISTORYJust two years after the debut of the CRF450R—Honda's first four-stroke motocrosser—the original CRF250R was introduced for the 2004 model year. Generation 2 followed in 2006, with a focus on achieving balance through careful vehicle packaging. That bike won the AMA Supercross 250SX East crown at the hands of Davi Millsaps, and two years later, Trey Canard took that title aboard the same platform. The 2010 iteration introduced fuel injection, which Canard employed to good effect in earning that year's AMA Pro Motocross 250 Championship. Justin Barcia won the following year's 250SX East crown, and in 2012 Barcia and Eli Tomac dominated AMA Supercross, winning the East and West titles, respectively. In the generation's final year, Tomac earned the AMA Pro Motocross 250 Championship, with Wil Hahn taking the 250SX East crown.The model's 2014 iteration was noted for its suspension updates, and Justin Bogie rode it to that year's East Region Championship. The 2018 model featured a new dual-overhead-cam engine, and Chase Sexton proved its effectiveness when he rode it to the 2019 and 2020 East Region titles, with Jett Lawrence taking the 2021 AMA Pro Motocross crown. The platform was also raced to AMA Arenacross Championships by Phoenix Racing Honda riders Jace Owen (2019) and Kyle Peters (2020 and '21).The 2022 model year saw a major overhaul of the CRF250R, with the ambitious design goal of improving engine performance and toughness, while reducing vehicle weight. This latest platform has been raced with success by Team Honda HRC, with Jett Lawrence taking it to the '22 crowns in East Region Supercross and AMA Pro Motocross; in '23, Jett and his brother Hunter earned the West and East Region Supercross crowns, respectively. Meanwhile, Peters has collected his third, fourth and fifth consecutive AMA Arenacross titles.For 2025, the CRF250R takes another step forward, with a new evolution of the platform.2025 Honda CRF250R Totalmotorcycle.com Features and BenefitsCHASSIS / SUSPENSIONKnown for its precise handling and overall rideability, the CRF250R builds upon its strengths with significant chassis and suspension improvements for 2025. These advancements allow for greater stability and comfort, especially late in the moto when track conditions are at their worst.Frame / SubframeThe redesigned mainframe is constructed from 70% new components, leading to a more comfortable and confidence-inspiring ride. An 8% increase in torsional rigidity improves overall stability, while a 5% increase in the torsional/lateral rigidity ratio allows for precision cornering. Vertical torsional rigidity is increased by 4%, enhancing stability in rough track conditions.Additionally, the subframe mounting point has been relocated to a more rigid position on the mainframe. This reduces energy transmission from the rear of the motorcycle to the front, offering greater stability and comfort, especially late in the moto when track conditions are at their worst.Despite the increase in overall frame rigidity, the ride character of the CRF450R is much more compliant and composed compared to the previous generation. The frame updates are complemented by revised chassis and suspension components, allowing for greater stability and improved ride comfort.SuspensionThe suspension components have also been revised to match the changes made to the frame. The rigidity of the steering stem, triple clamps, outer fork tubes and front axle have all been revised, improving hump-impact absorption and front-end feel, resulting in a more comfortable ride.Plus, the 49mm inverted Showa coil-spring fork benefits from new internal components, including springs, kit-fork-inspired Bending Control Valves, seals and oil. These advancements help to control the stroke for a consistent feel—from initial movement, all the way to the end of travel, minimizing any "step" or harsh feeling back to the rider.The Pro-Link rear-suspension system has a revised linkage structure that increases rigidity by 11%, allowing for smoother rear-suspension actuation. The leverage ratio has been adjusted to maintain a balanced feel, even under braking, and improve bottoming resistance without losing comfort over small bumps.The shock spring, reservoir, shaft and oil seal have all been updated to achieve a consistent feel throughout the stroke. These changes contribute to an overall balanced feel, as they're designed to complement the updates to the frame and fork.The shock is also easier to remove for service and adjustment, only requiring the removal of the side covers, muffler and ECU. The shock takes half the time to remove compared to the previous-generation CRF250R.WheelsThe black D.I.D rims (21-inch front, 19-inch rear) deliver durable performance and good looks. Petal-style brake rotors (260mm front, 240mm rear) disperse heat.The CRF250R comes with Pirelli Scorpion MX32 tires, which are ideal for soft and intermediate terrain, and which offer an appropriate amount of sidewall flex for a 250 motocrosser.BrakesBased on feedback from Team Honda HRC riders, the front brake caliper has an updated piston and seal grooves. This allows for a smooth, linear feel that's consistent throughout the moto. The caliper also receives new machined accents.ENGINE / DRIVEThe CRF250R's 249cc liquid-cooled, single-cylinder, double-overhead camshaft four-valve engine design achieves excellent performance and durability. For 2025, engine performance has been enhanced via greater crank rigidity and an optimized intake and exhaust design.IntakeThe redesigned airbox has a more direct pathway for airflow, resulting in improved, precise throttle control and increased top-end power. The fuel injector's angle is 60 degrees, enabling the spray to reach all the way to the back of the butterfly, and the throttle bore is 44mm. Together, these features cool the intake charge, maximizing air-intake efficiency and control at low revs. The air filter features a spring-loaded clip design for easy serviceability.HeadThe cylinder head features four titanium valves (33mm intake and 26mm exhaust), with the former using dual springs (one inside the other) to ensure precise movement at higher revs. The intake camshaft sprocket is press-fit, which enhances valve-timing accuracy while minimizing weight.The camshaft holder has a rigid design that maintains camshaft-journal roundness, contributing to timing accuracy and minimizing friction at high rpm. Durability at high engine speeds is maximized by a high flow of lubrication to the oil-supply journal and the cylinder head. The bore and stroke are 79.0mm and 50.9mm, respectively, and the compression ratio is 13.9:1. The water-pump gear is thick, to enhance strength.ExhaustThe revised exhaust creates a smoother, straighter path for airflow, increasing performance and acceleration in the middle and top rpm ranges. The system utilizes a single, straight exhaust port for good torque and low-rpm drivability. The single exhaust header is routed close to the engine on the right side, for a narrow cross-section and good rider mobility, and the single muffler has internal baffling that is optimized for torque delivery.ElectronicsIn order to fully realize the engine's potential, the ECU mapping supplies the optimum air/fuel mixture and ignition timing at all throttle positions and engine speeds.HRC-inspired launch control facilitates holeshots.A gear-position sensor allows the use of specific ignition maps for first and second gears, third and fourth gears, and fifth gear. There are options for Standard, Smooth and Aggressive ignition maps, selected via an all-new handlebar-mounted switch, enabling simple tuning depending on rider preference or course conditions. In addition, Honda Selectable Torque Control offers three levels of intervention. HSTC monitors rpm spikes and responds by temporarily reducing torque; this is accomplished by retarding ignition timing and controlling PCM-FI to aid rear traction. The three different modes differ in drive-management level, for differing riding conditions or rider preferences.Mode 1: The system intervenes most lightly and waits the longest to do so—useful for reducing wheel-spin and maintaining control in tight corners.Mode 2: A midpoint between modes 1 and 3 in terms of how quickly and assertively the system intervenes.Mode 3: The system intervenes most quickly and assertively, which helps in conditions that are slippery or muddy.The CRF250R's handlebar-mounted switch allows selection between three modes, depending on conditions and rider preference. The HSTC system can also be switched off completely.HRC Launch Control provides the best option for a strong start and also has three modes to choose from:Level 1: 9,500 rpm, for high-traction conditions and/or advanced ridersLevel 2: 8,500 rpm, for high-traction conditions and/or average ridersLevel 3: 8,250 rpm, for slippery conditions and/or novice ridersTheEngine Mode Select Button (EMSB) alters the engine's characteristics, and three maps are available to suit riding conditions or rider preference:Mode 1: StandardMode 2: SmoothMode 3: AggressiveClutchThe clutch pack has nine discs, to maximize the amount of disc friction material and minimize the load on the individual discs. The clutch basket is rigid for durability, a friction spring reduces spring load, and lubrication is optimized to reduce wear. The primary ratio is 3.047, and lubrication is optimized to enhance clutch endurance.TransmissionWhen designing the five-speed gearbox, engineers made efforts to enhance feel during up- and downshifts between second and third gears—a very common operation on a 250 motocrosser. Only one shift fork is operated to execute this gear change, the countershaft has good rigidity, and the shift drum is light, thanks to a large through hole and the use of only two ball bearings. The design results in excellent gear-shifting feel for the rider, and gear ratios are optimized to best utilize the engine power in the low and middle rpm ranges.DESIGNKnown for its industry-leading ergonomics, the 2025 CRF250R offers even greater rider comfort, with new shrouds and side plates to promote freedom of movement via a smooth, flat surface. Plus, the wider side-plate profile and flat surface provide better contact for gripping the bike. The radiator grilles optimize the number of fins and their angle, maximizing cooling performance.CoolingThe CRF250R's engine is crucial to maintaining performance and overall durability. Computational Fluid Dynamics (CFD) was used to design air-outlet vents in the shrouds, and the radiator grilles optimize the number of fins, as well as their angle. Each radiator shroud is produced in a single piece instead of two separate parts. The seat base has rearward-facing tongues and front-located mounting tabs, an arrangement that eases installation, and acceleration forces keep the seat securely in place. The 1.7-gallon fuel tank is made of lightweight titanium.Only eight fasteners are used to secure all of the main bodywork components—both radiator shrouds, both side plates and the seat—and all of the bolts for the main bodywork parts have 8mm heads, simplifying maintenance.TheRenthal® Fatbar® handlebar is held by a clamp that can be turned 180°; because the clamp itself has two mounting locations, there are four possible mounting positions for the handlebar, through a range of 26mm.ENGINEERINGNINE-PLATE CLUTCH ASSEMBLYThe CRF250R uses a nine-plate design to improve durability and hookup. That helps eliminate slip at peak horsepower, better torque transmission through the clutch pack and greater durability. Plus, the clutch plug is lighter, and you get improved engagement feel.HYDRAULIC CLUTCHThe CRF250RWE features a new, hydraulically actuated clutch like our 450s do. Made by Nissin, it's the same design as in our Grand Prix MX machines. You get a clutch-lever pull that's ten percent lighter at its peak and more consistent throughout an entire moto. Plus, you'll never have to worry about making a clutch-cable adjustment, even during the longest events.BIG BORE/SHORT STROKEThe CRF250R's 79.0mm bore and short 50.9mm stroke let our engineers create a high-revving engine with plenty of room for large valves. The engine breathes and thrives—the two keys to making power in the motocross world.DOHC ENGINE LAYOUTThe 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 (bore and stroke, intake tract, piston, and more), you get more power and a higher redline.DOWNDRAFT INTAKE AND EXHAUST LAYOUTThe DOHC cylinder-head design lets our engineers straighten out the CRF250R's intake and exhaust tracts. The intake is short and just about arrow straight, and the exhaust flows more efficiently too. The straighter ports also help boost low-speed and midrange torque as well as throttle response.SINGLE-PIPE EXHAUSTThe CRF250R uses a single-pipe header. It routes close to the center of the bike, and its light overall construction helps improve weight distribution. The single muffler uses a pressed-alloy design that lets us shape the muffler body for better rider ergonomics and lighter weight.WIDE WATER-PUMP DRIVE GEARSMaking the water-pump drive gear wide gives it more tooth-engagement area for longer component life.ENGINE MODE SELECT BUTTONThis 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 or rider preference.ENGINE OIL SCAVENGE PUMPDeep in the engine, there's a special oil scavenge pump that we've designed to be especially small and out of the way. While you may never see it, it helps keep the CRF250R's overall design compact.SPECIAL PRIMARY AND TRANSMISSION RATIOSTo handle more broad midrange power and torque, the CRF250R gets special primary and transmission ratios. The ratios let our engineers use the same shaft centerlines as the previous design, so the transmission itself remains light and compact.TWO-LEAD SHIFT DRUMBy changing from three to two lead tracks on the shift drum, we improved the shift feel between second and third gears.GEAR-POSITION ENGINE MAPPINGTalk about smart: The CRF250R features an ECU with special engine mapping for each gear. You can't give an inch in this class, so having your engine deliver optimal power for each gear choice is one of the features that separates CRF250R riders from the rest."H" SECTION CRANKLook closely at the CRF250R's crankshaft profile and you'll see its "H" cross-section design. Just like a structural "I" beam in an aircraft wing or a skyscraper, it boosts strength and cuts weight over a conventional crank's shape—a big deal when you consider this part spins at over 14,000 rpm!LITHIUM-ION BATTERYLike the rest of the CRF250R, the bike's Lithium-ion battery is both super light and high performing. In fact, it weighs less than half the weight of a conventional lead-acid battery.SHARED ENGINE/GEARBOX LUBRICATIONThe 2025 CRF250R uses a shared engine/transmission oiling design. Combining the two systems shaves weight and helps make the engine more compact, especially when it comes to placing the right-side cam drive and the clutch so close together.TITANIUM FUEL TANKEvery gram counts on a bike in the 250 class, which is why the 2025 CRF250R has a titanium fuel tank. Light and strong, it's also thinner than our previous plastic unit, freeing up more space and helping to centralize fuel mass.TITANIUM INTAKE AND EXHAUST VALVESLight is right when it comes to a high-revving engine's reciprocating masses. That's why the CRF250R uses titanium intake and exhaust valves. Plus, the valve angle is a super-narrow 20.5 degrees (included). Ovalized valve springs, doubled intake springs and long-wearing Diamond-Like Carbon (DLC) treated finger rockers complete the package.TOTAL AIR MANAGEMENTTotal air management means complete attention to how efficiently air gets through the intake, through the head, and out the exhaust. Eliminate losses here, and you make more power everywhere. And the best part: It's free horsepower—you just need a bike with smart design.LOWER SEAT/NARROWER BODYFine tuning the seat height and narrowing the bodywork makes it easier for you to move around on the bike and help enhance rider comfort.TECHNOLOGYHRC LAUNCH CONTROLWe're talking about a special ECU program here: push the starter 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. The lights on the left handlebar cluster tells you when it's activated. It turns your bike into a holeshot-seeking machine!ELECTRIC STARTThe CRF250R's electric start is a simple, reliable design that lets you start your bike with a push of a button. The starter motor is housed in a stainless-steel head along with a titanium midpipe and muffler made specially for us by Yoshimura. Super light and super trick, the exhaust tucks away for better ergonomics too.HANDLINGNEW FRAMEGreat handling starts with a superior frame, and that's one place where the CRF250R chassis puts you out front. First, it's light. By making the frame's main spars narrow, we save weight, but more importantly we make the chassis more responsive. This year approximately 70 percent of the frame components are new for excellent, responsive turning performance and to work with the new suspension.NEW TRIPLECLAMPS, AXLE, AND STEERING STEMThe CRF250R is a perfectly matched package. New top and bottom tripleclamps for 2025 work with the new frame, revised fork, new front axle and new steering stem for a more consistent suspension feel throughout the stroke. Working in concert, they help improve and balance total rigidity, responsiveness and turning performance.SHOWA® SPRING FORKThe 49mm Showa® fork features a conventional spring design that helps increase the CRF250R's front-suspension precision, handling and feel. For 2025, new springs, new seals and new valving improve the consistency of the stroke feel throughout the entire range of travel. Plus, on the CRF250RWE, the inner rod has a special Kashima coating, and the outer tubes feature a titanium oxide coating.REAR SUSPENSIONThe CRF250R's frame design lets us fit a special rear shock. The shock's valving resets fast for better response. In addition, it features a special steel spring that cuts weight without cutting performance. With the RWE, you get additional special A-Kit shock tuning and valving.SINGLE EXHAUST ROUTINGThe CRF250R's single-pipe exhaust lets you move more freely on the bike. By tucking it in unobtrusively, it makes moving around on the bike easier than ever.260mm FRONT BRAKEThe CRF250R's large front-brake disc measures a whopping 260mm. 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, and for 2025 and a new front-brake caliper and piston seals give you more linear front-brake performance with less lever play.LOWER BATTERY MOUNTINGTo keep a bike's center of gravity low, you need to pay attention to all the details. That's why we locate the CRF250R's battery low in the chassis. It's just another reason why the bike handles so well.LOW REAR SHOCK MOUNTWith its low rear shock mount on the frame, the CRF250R benefits from both a lower center of gravity (cg) as well as chassis stability.PIRELLI SCORPION TIRESThe 2025 CRF250R comes equipped with Pirelli Scorpion MX32 tires front and rear. The tread patterns and compounds are designed to offer good grip and feedback in a wide range of conditions and track surfaces.SPECIAL CRF250RWE TIRESAlong with all its other premium touches, the 2025 CRF250RWE comes equipped with Dunlop Geomax MX33 tires front and rear. We know you're going to love the traction and ride they provide!SHORT SWINGARMThe CRF250R's short swingarm helps make it light, and also helps give the bike better rear-wheel traction, and reduces unsprung mass, important considering how much power you have on tap.REAR SUBFRAMEThe CRF250R's subframe uses extruded rear members that produce a 20-percent reduction in weight versus the previous generation. Since that weight comes off the top of the bike, it also contributes to the CRF250R's improved low center of gravity.STYLINGDETAILED BODYWORK MOUNTINGIt may seem like a small thing, but every second counts when you're servicing your bike between motos. Fewer bolts mean enhanced serviceability, at the track or in your garage.NEW "STACKED" CMO LOGOJust like our factory racebikes, our 2025 CRF competition lineup features new vertically stacked CRF logo that really stands out on the track."IN MOLD" GRAPHICSWith all the time you'll be spending in victory circle, you need to look your best. The CRF250R has you covered. Our "In mold" graphics look great, and stay looking good.SMOOTH STYLINGBending the CRF250R's body panels does more than just make the bike look smooth, fast, and stylish. It also helps you move around on the bike while riding. Nothing wrong with smooth, fast, and stylish, though.2025 Honda CRF250R - Totalmotorcycle.com USA Specifications/Technical DetailsUS MSRP Price: \$8299 USDCanada MSRP Price: \$ 11471 CDN (includes Freight, PDI and Fees)Europe/UK MSRP Price: £ See Dealer GBP (On The Road inc 20% Vat)ENGINEType249.3cc liquid-cooled single-cylinder four-stroke; 90° inclined from verticalValveTrainDOHC, four-valve; 33mm intake, titanium; 26mm exhaust, titaniumBore x Stroke79.0mm x 50.9mmCompression Ratio13.9:1InductionProgrammed fuel-injection system (PGM-FI); 44mm throttle boreIgnitionDC-CDIStarterPush-button electric starterTransmissionConstant-mesh 5-speed return; manualClutchMultiplate wet; 9 plates, 5 springsFinal Drive#520 chain; 13T/50TSUSPENSIONFront49mm fully adjustable leading-axe inverted telescopic Showa coil-spring fork; 12.2 in. travelRearPro-Link system; fully adjustable Showa single shock; 12.1 in. travelBRAKESFrontSingle 2-piston hydraulic caliper (30mm, 27mm) w/ 260mm petal-style discRearSingle 1-piston hydraulic caliper w/ 240mm petal-style discTIRESEngineOilCapacity1.7 gal.Curb Weight#234 lbs.OTHERColorRed#Includes all standard equipment, required fluids and full tank of fuel—ready to ride Specifications subject to change2025 Honda CRF250R - Totalmotorcycle.com Canada Specifications/Technical DetailsENGINEType249.3cc liquid-cooled single-cylinder four-stroke; 90° inclined from verticalValveTrainDOHC, four-valve; 33mm intake, titanium; 26mm exhaust, titaniumBore x Stroke79.0mm x 50.9mmCompression Ratio13.9:1InductionProgrammed fuel-injection system (PGM-FI); 44mm throttle boreIgnitionDC-CDIStarterPush-button electric starterTransmissionConstant-mesh 5-speed return; manualClutchMultiplate wet; 9 plates, 5 springsFinal Drive#520 chain; 13T/50TSUSPENSIONFront49mm fully adjustable leading-axe inverted telescopic Showa coil-spring fork; 12.2 in. travelRearPro-Link system; fully adjustable Showa single shock; 12.1 in. travelBRAKESFrontSingle 2-piston hydraulic caliper (30mm, 27mm) w/ 260mm petal-style discRearSingle 1-piston hydraulic caliper w/ 240mm petal-style discTIRESEngineOilCapacity1.7 gal.Curb Weight#234 lbs.OTHERColorRed#Includes all standard equipment, required fluids and full tank of fuel—ready to ride Specifications subject to change2025 Honda CRF250R - Totalmotorcycle.com Europe Specifications/Technical DetailsEngineBore x Stroke (mm)79mm x 50.9mmCarburationFuel injectionCompression Ratio13.9:1Engine Displacement (cc)249.4ccEngine TypeLiquid-cooled 4-stroke single DOHCStarterElectricOil Capacity (Litres)1.25 litresWheelsBrakes Front260mm hydraulic wave discBrakes Rear240mm hydraulic wave discSuspension Front49mm Showa (Hitachi Astemo, Ltd) coil-spring USD forkSuspension RearShowa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-LinkTires FrontPIRELLI MX32 MIDSOFTType Size Front80/100-21Type Size Rear100/90-19Tyres RearPIRELLI MX32 MIDSOFTWheels FrontAluminium spokeWheels RearAluminium spokeDimensions and WeightsCaster Angle28°24Dimensions (LxWxH) (mm)2,179 x 827 x 1,262mmFrame typeAluminium twin tubeFuel Tank Capacity (Litres)6.3 litresGround Clearance (mm)330mmKerb Weight (kg)102kgSeat Height (mm)955mmTrail (mm)117mmWheelbase (mm)117mmTransmissionClutchWet multiplateFinal DriveChainTransmission TypeConstant meshManufacturer Specifications and appearance are subject to change without prior notice on Total Motorcycle (TMW). Ignoring the fact Honda thought releasing their 2025 CRF model news last thing on a Friday night was a good idea (7pm in Europe Honda, you still at work then?), the news is significant and we figured you'd want to mull it over the weekend rather than wait until Monday. MY25 Honda CRF model update highlights: Significant upgrades for the CRF450R, CRF450RX, CRF250R and CRF450RX aimed at improving cornering stability and control 70% new aluminium frame with new top and bottom yokes All-new 49mm Showa front suspension generates ultra-smooth fork stroke; paired with updated rear shock and linkage New front brake caliper Engine updates improve power output beyond peak rpm and generate more torque and acceleration especially at mid to high rpm All new lightweight shrouds and sidecovers CRF250R and CRF250RX inherit Honda Selectable Torque Control from CRF450R CRF250RWE and CRF450RWE to be available in Europe for the first time All 25YMF CRF off-roaders now available with striking new graphics Chassis updates While the hyperbole about "cutting lap times for riders at all levels of competition" might sound a bit race-focused for many in enduro and off-road, aimed more at motocross you might think, if it boils down to a better handling bike then we're all for it. Honda say at the heart of the changes is a 70% new twin spar aluminium frame which we believe is common to all 450 and 250 models. It has a redesigned front down tube, spars, new pivot plates and upper shock mount which they say generates an 8% increase in torsional and 5% increase in lateral rigidity, improving that cornering stability. The MY25 frame also features new subframe attachment points, top and bottom yokes and front wheel axle clamp. The clamps hold all-new 49mm Showa front forks which also improve control all the way from initial movement to the end of the stroke they say. The forks are paired with a new rear Showa shock and Pro-link linkage ratio. The black DID aluminium rims remain but for 25YMF now feature an all-new two piston front brake caliper developed from HRC racing experience, that features new pistons and piston seal grooves to deliver significant improvements in braking performance when hot. Engine updates The 25YMF models' engines benefit from new injection settings, a redesigned crankshaft and extensive revisions to both intake and exhaust paths, Honda says. The new crankshaft is more rigid around the crank pin and spins up faster. Airflow improvements also see air being drawn more directly into the engine through the intake, airbox and intake funnels, reducing resistance and improving throttle control and acceleration. The exhaust system, which includes a new, more robust muffler, has a new longer header pipe at the start of the exhaust as well as a straighter, smoother exit path improving both mid to high-range power output and acceleration. In terms of electronics, for 25YMF, the CRF250R gains Honda Selectable Torque Control from its larger sibling, featuring 3 modes and an 'off' setting. Fresh graphics The 25YMF CRF450R and CRF250R feature updated lightweight shrouds and side covers with new CRF family graphics, which now include the Honda Wing, prominently displayed on the front mudguard - kinda old-school we reckon. Not forgetting the enduro boys and girls The 25YMF CRF250RX and CRF450RX benefit from the same updates as their motocross siblings for a change, not one year later or anything. They feature unique ECU fuel injection mapping for enduro and retain their eight litre plastic fuel tank (compared to their 'R' counterparts' 6.3L titanium tank), forged aluminium sidestand and hand guards as standard. Europe gets the 'Works Edition' For the first time, Honda's European CRF line-up will include the CRF250RWE and CRF450RWE. These 'Works Editions', built alongside their 25YMF siblings at Kumamoto in Japan, both feature upgrades and unique settings that enhance the performance and appeal - no word on the prices as yet. They are pure hand-made red sauce which feature hand finished intake/exhaust ports, Yoshimura muffler and a TwinAir air filter to improve air flow management, exclusive ignition timings paired to unique start mode settings, plus a striking metallic red engine head cover. On the chassis side, upgraded forks feature a special dark Kashima coating on the outer tube and a titanium coating on the slide pipe and rear shock, black top and bottom bridges, a gold DID DM2 chain, Renthal bar grips, a Throttle Jockey seat, black DID-LTX wheel rims, black anodised front axle holder as well as updated graphics and laser engraving on the wheel rims and suspension caps. The CRF250RWE also comes equipped with a new hydraulic clutch system with a revised clutch slave cylinder which reduces clutch lever pulling force by 16% when compared to a cable operated system. It also reduces the amount of variation in clutch free play and all of the clutch temperature increases. The CRF450RWE is equipped with a bespoke Hinson clutch basket with new clutch dampers and cover that enhances wear resistance as well as performance. For 25YMF the smaller CRF family members - the CRF150R, CRF125F, CRF110F and CRF50F - follow the lead of their bigger siblings and feature all new CRF family graphics. More information: www.powersports.honda.com or www.honda.co.uk/motorcycles