

HONDA

The Power of Dreams



CRF450R

1. All-new short and compact dual-muffler exhaust system

- Enlarged inner tailpipes diameter
- RHS: 22 > 23.8mm
- LHS: 23.4 > 26.6mm
- Improved throttle response and sharper snap off
- Contributing to mass centralization

More responsive handling



2. Updated radiator

- Mounted lower in the chassis
- Pitch area between fins narrowed
- Denser structure with increased surface area

Contributing to mass centralisation, improved cooling efficiency



3. Newly designed fuel hose connector

- Can be removed and installed without removing the retainer.

Easy maintenance



4. Compact Kayaba rear shock

- Stroke: 133.5mm
- Axle travel: 315mm
- High/low speed compression and rebound adjuster above reservoir

Improved stability & Reduced pitching inertia.



5. Updated front and rear brakes

- Front: Two-piston caliper
- Rear: Single-piston caliper
- Bigger diameter front disc (260mm)
- New design rear disc
- New white fork protectors, 2-piece disc protector

Better heat dissipation, improved power and feel.



6. Kayaba PSF2 front suspension

- Direct stroke transitions for compression to rebound
- Internally charged pressure for compression
- Forced lubrication structure
- High/low speed compression and rebound damping adjuster on fork caps. (Schröder valve)
- Lighter (less unsprung weight)

Enhanced response and feel. Superb tyre side-grip and turning ability.



7. New pattern for front and rear tyres

- Front: Dunlop MX52F 80/100-21
- Rear: Dunlop MX52 100/90-19
- Block-within-a-block knobs
- Superior bump absorption from sidewalls
- Recessed carcass design

More progressive side-grip and cornering, increased durability



8. Dual-Timing PGM-FI fuel injection system with Engine Mode Selection Button (EMS)

- Highly visible LED
- Mode 1: standard
- Mode 2: smooth throttle control (mud)

- Mode 3: aggressive power delivery (sand)
- tunable with HRC mapping hardware and software

Select the right engine mapping to suit the track conditions by pushing a button.



9. Honda Nichel Chrome Molybdenum (HNCM) gears and revised crankcase

- 10% stronger than Steel Chrome Molybdenium
- NO weight penalty
- Applies to all gears, except 1st
- Thicker material around crankshaft bearing and pivot point

Improved durability



10. Engine upgrades for more durability

- HRC spec 4-valve Unicam cylinder head
- Exhaust port exits to the right
- Heat treated piston head
- Smoothed, linear power delivery
- Extra rpm at top end

Consistent drive, with reduced gear changing



11. Increased flywheel mass

- +20 g
- +4.5% inertia

Improve torque feel

