



HONDA
The Power of Dreams



ENDURO

2020





NO LIMITS

At Honda we do not set limits to ourselves, and neither do our pilots.

That's the reason why we developed our CRF range to win the most challenging races in the world.

Every bike has cutting edge race technology and precise engineering that guarantee unrivalled reliability.

Our aim is precise: less time for maintenance, more time on special stages to have fun at full gas.

Thanks to their extraordinary lightness and agility, CRFs will keep you one step ahead of your opponents.

It doesn't matter if you are a pro or an amateur: CRF means victory.

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CRF 250RX

MORE POWERFUL THAN EVER!

The new 2020 CRF 250RX Enduro combines its incredible drive at high revs with an all new middle range grunt. The new chassis is based on the frame and swingarm of the 2020 CRF 450 RX and the Showa suspension have an all new setting.

Fast, light and nimble, thanks to its peak power and incredible torque, the CRF250RX Enduro is a motorcycle ready to win races, but also a great bike for all hobby riders.

The new 2020 CRF 250RX further enhances its strengths and improves in all areas. The new chassis and engine take full advantage of the new dedicated suspension set up, to exploit its full potential, improve stability, the feeling of control, and driving precision through high speed turns on rough terrains.

Thanks to a new design of the combustion chamber, the new twin-cam engine can claim both a higher midrange torque and more power at full revs.

Second gear ratio is now closer to third gear to reduce the natural rev drop during gear change. Clutch performance has been improved as well. Furthermore, optimized intake and exhaust flows and updated engine maps make riding even more effective.





2020 CHARACTERISTICS

- More torque at midrange, higher power at full rpm
- Redesigned exhaust valve cam profile
- New design of the combustion chamber
- New ignition timing and gear by gear Honda PGM-FI maps
- Second gear ratio modified to reduce rpm drop on gear change
- HRC 3 modes launch control
- 3 power modes EMSB (Engine Mode Select Button)
- Full black DID Dirt Star racing wheels
- New frame and swingarm (the same as 2020 CRF450RX)
- Better stability and precision through the bend
- Enduro spec suspension setup modified for better effectiveness braking and accelerating
- New rear brake pads to increase performance and duration
- New glitter paint scheme
- 7,3 litres white fuel tank to check fuel level at a glance
- New integrated side stand elastic band support

CRF 300RX

MORE EXPLOSIVE THAN EVER!

The new 2020 CRF 300RX Enduro combines unrivalled power with sensational torque thanks to a new cylinder and ECU mapping. New frame, swingarm and Showa suspension dedicated set up, guarantee handling and an astonishing ride.

Based on the 2020 CRF 250RX, the new 300RX is RedMoto's big bore enduro. Fast, powerful, light and nimble, it is a race bike, but most of all a wonderful Honda Enduro bike for all hobby riders.

The new 2020 CRF 300RX further develops its strengths to improve in all areas, exploiting the sound base of its 250cc brother. The CRF 300RX mounts a high-performance racing piston and a new cylinder head, developed in collaboration with Athena. The 2020 ECU maps are designed to guarantee a more consistent power delivery.

The new engine is capable of 2,2cv more power than the 2019 model at 11,300rpm, and 2Nm more torque, now reached at 9.500rpm. The rev limiter is now 100rpm higher at 14,300rpm, in order to let the rider use the same gear beyond max power, a very useful feature for the enduro racer.

Clutch performance has been improved as well. Furthermore, optimized intake and exhaust flows and updated engine maps make riding even more effective.





2020 CHARACTERISTICS

- 2,2Cv overall power increase and more than 2Nm torque increase at 9,500rpm
- Redesigned exhaust valve cam profile
- New design of the combustion chamber
- New ignition timing and gear by gear Honda PGM-FI maps
- Second gear ratio modified to reduce rpm drop on gear change
- 3 power modes EMSB (Engine Mode Select Button) NEW FOR 2020
- Full black DID Dirt Star racing wheels
- HRC 3 modes launch control
- New frame and swingarm (the same as 2020 CRF450RX)
- Better stability and precision through the bend
- Enduro spec suspension setup modified for better effectiveness braking and accelerating
- New rear brake pads to increase performance and duration
- New glitter paint scheme
- 7,3 litres white fuel tank to check fuel level at a glance
- New integrated side stand elastic band support

CRF 400RX

TRACTABLE AND TRUE!

Derived from its bigger brother, the CRF 400RX is born from the idea to give to the public a bike that is easy to ride and is aimed at the hobby-rider who wants to get the best from the seventh-generation aluminium beam frame and from a smaller and more usable engine.

That doesn't make the CRF 400RX Enduro any slower. In fact, it is the choice of some professional riders racing the most important enduro Championships.

The CRF 400RX is now equipped with the 3 modes HSTC (Honda Selectable Torque Control). Electronics also include new maps for Honda PGM-FI fuel injection system and an updated HRC Launch Control.

Suspension has a new low speed hydraulic damping set up. Rear brake calliper uses new, better performing and more durable pads.

The top end with a 92mm bore cylinder, developed in collaboration with Athena, together with the low compression race piston gives a soft and smooth power delivery at all rpm.





2020 CHARACTERISTICS

- 3 riding modes HSTC (+OFF position) (Honda Selectable Torque Control)
- HRC developed 3 modes launch control
- 3 power modes EMSB (Engine Mode Select Button)
- Showa suspension with a new low speed hydraulic damping set up to improve braking and acceleration
- Battery moved to improve airbox airflow and weight distribution
- New glitter paint scheme
- Full black DID Dirt Star racing wheels
- New rear brake pads to increase performance and duration
- 7,3 litres white fuel tank to check fuel level at a glance
- New integrated side stand elastic band support
- 4 position adjustable Renthal Flatbar
- New Honda PGM-FI and launch control maps
- Low compression race piston for a soft and smooth power delivery
- Three specific gear by gear Honda PGM-FI maps for 1st-2nd gear, 3rd and 4th gear, 5th gear

CRF 450RX

POWER AND CONTROL!

The new 2020 CRF 450RX Enduro is equipped with new improved Honda PGM-FI maps and HRC launch control, and a 3 levels Honda Selectable Torque Control (HTSC) traction control to satisfy any rider, from the hobby rider to the professional pilot. The rider can now count on better traction and a more consistent drive.

HTSC traction control works to minimize the rear wheel slip during acceleration (causing a loss in traction), thus optimizing the actual drive. It is not based on wheel speed sensor and guarantees a perfect gas feeling. It cuts fuel injection and delays ignition when it senses sudden changes of the speed of the rear wheel, inconsistent with a real forward drive.

The pilot can choose between three modes (or levels), based on his need and the track conditions.

Suspensions have a new compression setting at low speed, in order to improve control when braking and accelerating. The rear brake uses new pads that guarantee better performance and longer life.

The battery has been moved to improve air box air flow and weight distribution.





CARATTERISTICHE 2020

- 3 riding modes HSTC (+OFF position) (Honda Selectable Torque Control)
- HRC developed 3 modes launch control
- 3 power modes EMSB (Engine Mode Select Button)
- Showa suspension with a new low speed hydraulic damping set up to improve breaking and acceleration
- Battery moved to improve airbox airflow and weight distribution
- New rear brake pads to increase performance and duration
- New Honda PGM-FI and launch control maps
- New rear brake pads to increase performance and duration
- New glitter paint scheme
- 7,3 litres white fuel tank to check fuel level at a glance
- New integrated side stand elastic band support
- Full black DID Dirt Star racing wheels

HSTC - Honda Selectable Torque Control -

Mode 1 low intervention level, only after a lasting slip, typically out of slow turns, when the back wheel can hardly transmit to the ground the surge of power in low gears.

Mode 3 higher and more frequent intervention level, typically on slippery surfaces and mud.

Mode 2, intermediate intervention level, halfway between the most extreme conditions of dry grippy track and wet with mud.

CRF SPECIAL

ALL NEW SPECIAL!

Honda Redmoto has created a complete line-up of CRF RX Enduro Specials for the most demanding customers, equipped with premium ancillary to further embellish Honda's super performing Enduros.

Among the details, in addition to the paint scheme and the HRC style seat cover, the wheels with the machined hub, the very useful wheel hub pullers (???) and the rear brake calliper support, designed to speed up wheels change at stages time check.

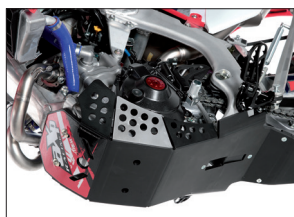
The sturdy skid plate protects the frame and the rear suspension link from hits.

Countless machined details, the anodized twin metal rear sprocket and the silicon engine pipes make the CRF Special even more engaging.

The rich standard equipment is completed by the hydraulic clutch, the higher capacity Rekluse engine cover and the machined yoke.

A full Termignoni exhaust system, the one used by works racers in the Enduro GP Series, and two different Rekluse clutches, the reinforced Core Manual the the automatic Radius CX, both combined with the machined Rekluse Clutch basket are available as factory options.





OPTIONALS



Reinforced complete Rekluse with full Core Manual clutch basket



Rekluse complete Radius with full Cx automatic clutch basket



Termignoni stainless steel exhaust system with titanium silencers and carbon bottoms

2020 CHARACTERISTICS STANDARD SPECIAL PARTS

- Kite front wheel with red anodized machined hub and black anodized Excel rim
- Kite back wheel with red anodized machined hub and black anodized Excel rim
- High density polyethylene skid plate with AXP link
- Twin metal Supersprox Stealth rear sprocket, aluminum core, steel teeth
- Red anodized, machined aluminum X-Trig Rock yoke
- X-Trig aluminum bar riser
- Blackbird anti-skid seat cover
- Blue silicon radiator pipes
- Red anodized, machined aluminum rear brake caliper mounting bracket
- Red anodized wheel hub puller (CONTROLLATE SIA GIUSTO PER FAVORE)
- Red anodized, machined aluminum front brake master cylinder cover
- Red anodized, machined aluminum rear brake master cylinder cover
- Increased capacity, machined aluminum rear brake oil reservoir

- Machined rear brake linkage bush
- Security cable plate for rear brake
- Simplified wire loom
- Radiator reinforcement and fan
- Magura hydraulic clutch pump
- Red anodized aluminum engine caps kit
- Rekluse clutch cover
- Vibram frame protections with super grip effect

CRF
450XR
SUPERMOTO

FAST AND RELIABLE!

An EURO4 compliant bike designed for a day to day use.

Reliability and maintenance intervals were the main goal when developing this bike. This is where the build quality of the CRF 450XR shines: the main services are 30,000km apart.

The engine with its 6 speeds gearbox, makes city commuting easy and out of town transfers more comfortable.

Thanks to its 43cv (full power version) it can thrill on twisty roads.

The full exhaust system, developed in partnership with Termignoni's race department, adds to the new XR an aggressive look and gives the XR Supermoto the sound of a race machine.

The front air conveyors with the glorious XR logo hide the increased volume radiators, with a cooling fan.

The body comes directly from the CRF 450RX and the Full-LED headlight is bright and powerful. The titanium fuel tank has a 7.6litre capacity in order to guarantee a sufficient range on the road. The reliable high quality standard equipment includes a speedometer, indicators, rear-view mirrors, horn and license plate.





2020 CHARACTERISTICS

- Born from the CRF 450RX
- First main maintenance at 30,000km
- EURO4 compliant, electric starter
- Higher inertia crankshaft
- 6 speeds gearbox
- Full LED lights
- Key protected, titanium fuel tank
- Bigger radiators, with thermostat, expansion vessel and cooling fan
- Unmistakable 'XR' look
- Fully adjustable suspension
- Brembo 4 pistons radial brake caliper
- 320mm front disc



Find out more on www.redmoto.it

CRF 450XR

THE KING OF DUAL!

Thanks to the all-new design of the latest generation CRF, the CRF450RX frame is the perfect base to create a bike safe and effective both of road and on the road, the CRF450XR,

To make the engine EURO4 compliant, mechanical noise has been reduced, the intake and also the exhaust, even though it is a full 'racing' system developed in partnership with Termignoni, are less loud.

The new heavier crankshaft designed to improve riding and the 6-speed gearbox, with a very short first gear, make the XR the perfect bike to ride inaccessible tracks while a long 6th gear makes road transfers more comfortable.

The body comes directly from the CRF 450RX and the Full-LED headlight is bright and powerful. The titanium fuel tank has a 7.6litre capacity and has a key lock.

The suspension set up aims at maximum riding comfort on the most impervious and bumpy tracks. The upside down, 49mm, fully adjustable Showa forks are matched by a fully adjustable Pro-Link shock absorber.

For those willing to undertake the most demanding off road, it is available an off-road kit* that includes the 'slim' registration plate.



* The Off Road Kit includes: Slim license plate holder, Small LED arrows Folding mirrors



2020 CHARACTERISTICS

- Born from the CRF 450RX, with dual purpose adjustments
- First main maintenance at 30,000km
- EURO4 compliant, electric starter
- Higher inertia crankshaft
- 6 speeds gearbox
- Full LED lights
- Key protected, higher capacity titanium fuel tank
- Bigger radiators, with thermostat, expansion vessel and cooling fan
- Unmistakable 'XR' look
- Metzeler Six Days Extreme tyres
- Fully adjustable suspension
- Full black DID Dirt Star wheels



Find out more on www.redmoto.it

CRF
450RX
SUPERMOTO

THRILL ON THE ROAD!

A bike that races all the most important Supermoto Championships, it is ready to thrill you on the road with its last generation frame, high performance suspension, breath taking breaking system and thrilling bends capability.

Thanks to its aluminum frame, the CRF 450RX Supermoto offers extreme handling and, thanks to the Brembo caliper, incredible breaking.

The CRF 450RX Supermoto is the perfect bike for 360° fun, both to go seeking the thrill of the racetrack and for an out of town trip.

A rich standard equipment and the electric starter make the CRF SUPERMOTO a fan ad quick bike.

With a racing heritage, the CRF 450RX Supermoto has a new machined yoke, an 8,5litre fuel tank for long distance range, EMSB (Engine Mode Select Button) selectable engine modes.

The new Li-ION battery and the lack of the kickstarter, allow for a weight reduction of more than 600 grams.





2020 CHARACTERISTICS

- Standard electric starter
- Machined yoke
- 8,5litre fuel tank
- 3 riding modes HSTC (+OFF position) (Honda Selectable Torque Control)
- HRC developed 3 modes launch control
- 3 power modes EMSB (Engine Mode Select Button)
- Seventh generation frame
- 4 piston radial Brembo caliper, 320mm disc
- Resistant handlebar hand protectors
- Full led headlights and indicators



Find out more on www.redmoto.it

CARATTERISTICHE TECNICHE



250RX



ENGINE

Type

Liquid-cooled-4-stroke syngle cylinder DOHC, 4 valves

Displacement

249,4 cc

Bore for stroke

79 x 50,9 mm

Compression ratio

13,9 : 1

Injection

PGM-FI, with EMSB

Fuel tank capacity

(Engine Mode Select Button)

Ignition

7,3 litri

Starting

Digital CDI

Electric

CHASSIS

Type

Alluminium twin tube (7th Generation)

Dimension (LxLxA)

2.185 x 827 x 1.260 mm

Wheelbase

1.486 mm

Caster angle

27° 3'

Trail

116 mm

Seat height

961 mm

Ground clearance

329 mm

Kerb weight

111 kg con il pieno

Front suspension

Showa 49 mm coil spring fork
excursion 305 mm

Rear suspension

Showa monoschock using Honda Pro-Link system

TRASMISSION, BRAKE, WHEELS

Clutch type

Wet multiplate

Trasmission type

5 gears

Final drive

Chain (13/48)

Front wheel

Alluminium spoke, 21"x 1.6

Rear wheel

Alluminium spoke, 18"x 2.15

Front tyre

90/90-21, Metzeler Six Days Extreme

Rear tyre

140/80-18, Metzeler Six Days Extreme

Front brake

260 mm hydraulic wave disc, dual piston caliper

Rear Brake

240 mm hydraulic wave disc, singole piston caliper



Liquid-cooled-4-stroke syngle cylinder DOHC, 4 valves
295,5 cc
86 x 50,9 mm
13,5 : 1
PGM-FI, with EMSB (Engine Mode Select Button)
7,3 litri
Digital CDI
Electric



Liquid-cooled-4-stroke syngle cylinder UNICAM, 4 valves
413 cc
92 x 62,1 mm
13,0 : 1
PGM-FI, with EMSB Traction Control HSTC
7,3 litri
Digital CDI
Electric



Liquid-cooled-4-stroke syngle cylinder UNICAM, 4 valves
449,7cc
96 x 62,1 mm
13,5 : 1
PGM-FI, with EMSB Traction Control HSTC
7,3 litri
Digital CDI
Electric

Alluminium twin tube (7th Generation)2.185 x 827 x 1.260 mm
1.486 mm
27° 3'
116 mm
961 mm
329 mm
111 kg con il pieno
Showa 49 mm coil spring fork excursion 305 mm
Showa monoschock using Honda Pro-Link system

Alluminium twin tube (7th Generation) 2.175 x 827 x 1.260 mm
1.477 mm
27° 40'
116 mm
960 mm
328 mm
116 kg con il pieno
Showa 49 mm coil spring fork excursion 305 mm
Showa monoschock using Honda Pro-Link system

Alluminium twin tube (7th Generation) 2.175 x 827 x 1.260 mm
1.477 mm
27° 40'
116 mm
960 mm
328 mm
116 kg con il pieno
Showa 49 mm coil spring fork excursion 305 mm
Showa monoschock using Honda Pro-Link system

Wet multiplate
5 gears
Chain (13/48)
Alluminium spoke, 21"x 1.6
Alluminium spoke, 18"x 2.15
90/90-21, Metzeler Six Days Extreme
140/80-18, Metzeler Six Days Extreme
260 mm hydraulic wave disc, dual piston caliper
240 mm hydraulic wave disc, singole piston caliper

Wet multiplate
5 gears
Chain (13/51)
Alluminium spoke, 21"x 1.6
Alluminium spoke, 18"x 2.15
90/90-21, Metzeler Six Days Extreme
140/80-18, Metzeler Six Days Extreme
260 mm hydraulic wave disc, dual piston caliper
240 mm hydraulic wave disc, singole piston caliper

Wet multiplate
5 gears
Chain (13/51)
Alluminium spoke, 21"x 1.6
Alluminium spoke, 18"x 2.15
90/90-21, Metzeler Six Days Extreme
140/80-18, Metzeler Six Days Extreme
260 mm hydraulic wave disc, dual piston caliper
240 mm hydraulic wave disc, singole piston caliper

CARATTERISTICHE TECNICHE

RF
SUPERMOTO
DUAL



ENGINE

Type

Displacement
Bore for stroke
Compression ratio
Injection
Fuel tank capacity
Ignition
Starting

CHASSIS

Type

Dimension (LxLxA)
Wheelbase
Caster angle
Trail
Seat height
Ground clearance
Kerb weight
Front suspension

Rear suspension

TRASMISSION, BRAKE, WHEELS

Clutch type
Trasmission type
Final drive
Front wheel
Rear wheel
Front tyre
Rear tyre
Front brake
Rear Brake



Monocilindrico 4 tempi, raffreddato a liquido, con distribuzione monoalbero Unicam a 4 valvole
449,7cc
96 x 62,1 mm
12 : 1
PGM-FI
7,6 litri
Digital CDI
Electric

Aluminium twin tube (7th Generation)
2280 x 825 x 1.260 mm
1.500 mm
28° 50'
122 mm
940 mm
315 mm
129,8 kg con il pieno
Showa 49 mm coil spring fork excursion 305 mm
Showa monoschock using Honda Pro-Link system

Wet multiplate
6 gears
Chain (13/51)
Aluminium spoke 21"x 1.6
Aluminium spoke 18"x 2.15
90/90-21, Metzeler Six Days Extreme
140/80-18, Metzeler Six Days Extreme
260 mm hydraulic wave disc, radial caliper
240 mm hydraulic wave disc, singole piston caliper



Liquid-cooled-4-stroke syngle cylinder UNICAM, 4 valves
449,7cc
96 x 62,1 mm
12 : 1
PGM-FI
7,6 litri
Digital CDI
Electric

Aluminium twin tube (7th Generation)
2280 x 825 x 1.210 mm
1.500 mm
28° 50'
122 mm
890 mm
265 mm
134,8 kg con il pieno
Showa 49 mm coil spring fork excursion 305 mm
Showa monoschock using Honda Pro-Link system

Wet multiplate
6 gears
Chain (13/51)
Aluminium spoke 17"x 3.50
Aluminium spoke 17"x 4.25
120/70-17, Diablo rosso 2
150/60-17, Diablo rosso 2
320 mm hydraulic wave disc, radial caliper
240 mm hydraulic wave disc, singole piston caliper



Liquid-cooled-4-stroke syngle cylinder UNICAM, 4 valves
449,7cc
96 x 62,1 mm
13,5 : 1
PGM-FI, with EMSB
Traction Control HSTC
7,3 litri
Digital CDI
Electric

Aluminium twin tube (7th Generation)
2.175 x 827 x 1.260 mm
1.477 mm
27° 40'
116 mm
960 mm
328 mm
116 kg con il pieno
Showa 49 mm coil spring fork excursion 305 mm
Showa monoschock using Honda Pro-Link system


Wet multiplate
5 gears
Chain (13/51)
Aluminium spoke, 21"x 1.6
Aluminium spoke, 18"x 2.15
120/70-17, Diablo rosso 2
150/60-17, Diablo rosso 2
260 mm hydraulic wave disc, radial caliper
240 mm hydraulic wave disc, singole piston caliper



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 **Honda-RedMoto**

La tecnologia Honda sceglie

